

- George Nichols Journals in the Ship Active, from Salem to Sumatra and Manilla, from thence back to Falmouth in England.

Take a departure from Cape Ann (57). Make Cape Ligullas, steer for the Cape of Good Hope, come to anchor in Table Bay in 3 $\frac{1}{2}$ fath. (71). Many magnetic observations this passage,

Set out from the Cape, take a departure from Robin Island (73) make the I. of St Pauls (75) Catch several fish & seals (77). Set sail from thence for Sumatra (77). Experience strong currents in various directions when approaching the coast (79, 81). Make Hog Island (83). Pass between Hog & the Cocos, inaccuracy of Laurie & Whittle's charts of these islands (83). Not knowing the true latitude of Muckie, ^(3° 28' N) was detained two or three days in finding the port, but finally arrive at the anchorage (83).

Depart from Muckie for Manilla through the straits of Malacca, make Cape Felix, Pulo Way, Pulo Rionda, Golden Mount, Diamond Point (85) experience a northerly current (85). Make P. Varolla, P. Jara (87). Arrive in the latitude of 3° 49' N. when the round Arrow bore W $\frac{1}{2}$ S. 4 leag. distant. make Parcelas Hill (87). Cape Rachador bore E.N.E. dist 2 $\frac{1}{2}$ leag. when the obs. latitude was 1° 45' N. Make Mount Noar, & Mount Formoso, Pulo Piding, Little Carimon & Great Carimon (87). Various observations on the soundings and currents in the straits of Malacca (87, 89). Observe tree Island, the Rabbit and Coney, St Johns Island, Buffalo rock & Pedra Branca; obliged to come to anchor several times on account of a strong current of 4 knots S.E. make Pulo Aore, Pulo Timon, ^{find} various currents (89). Get soundings near Pulo Lindore, make Pulo Sapata, observe a ledge of breakers bearing S.E. by E from it; strong current to the N.E. Make Goat I. Arrive at Manilla (91).

Set sail from Manilla (93). get soundings off P. Lindore, make P. Aora, Victory Island, Gaspar I, Tree I, & Middle Island; experience a strong Southerly current (93). Make Salt I, Saddle Island, The Brothers, various soundings (93, 95).

Make the Dolphin Shoal, St Nicholas Point, Thwart-the-way, Bottom, Anger
Corvato & Java Head; take a departure from the latter (95). Southerly current (97).
the straits of Sunda (95). and also off the Cape of Good Hope (101). Get soundings
on the Lagullon bank (103). Make ^{the land near} Cape Infanta; come to anchor at the
Cape of Good Hope (Table Bay) 103. Various magnetical observations in all
this passage.

Sail from the Cape of G. H. bound for England (105). experience a
northerly current from the Cape (105). Make St Helena (105). Ascension (107).
the northerly current continues till nearly clear of the N. E. trades (109).
Make Flores, Pico, Fayal, St George, Graciosa & Terceira (111). Get
soundings near the Lizard, arrive at Falmouth (115). Many magnetical
observations this passage.

General remarks on the preceding journal (117:) By a good
observation find the latitude of Tristan d'Acanha $37^{\circ} 7' S$. remarks on its
longitude (118). Variation greater off the Cape of Good Hope than that
is mentioned in the Directory (119). Good landing place at St Paul's (120).
Further remarks on the inaccurate position of the Coco Islands (122).
supposes the latitude of Muckie to be $3^{\circ} 24'$ (122). [Mr. Burchmore and others
by good observations make it $3^{\circ} 20'$. See vol. 1 Journals page]

Remarks on the passage between Palo Sapata & the shoal which lies
from it S. by E. 4 miles ~~th~~ through which the ship went (127). Experience
a strong easterly current between the Island of Sapata & Goat Island, which
is generally ^{the} case (129. 130). The Astrea in 1796 had a similar current.
[see Journal No. 3 page 197] Remarks on the Dolphin Shoal (132).
Other interesting remarks in various parts of this summary.

having in former Voyages to Barbadoes found ~~as~~ I approach'd Land
 the wind more Strong, In all these expectations I was not dis-
 appointed, but found a fresh wind {see the Journal} And it is my Opinion
 homeward bound Ships should not crop to the Eastward of the above
 Long^t. The Island Ferdinand de Noronha which I made, I think should
 always be made, as it is very little out of the Way & serves for a Gui-
 de to W. Indies, It was a clear Night when I saw this Island it
 appeared moderately high and may be seen 5 to 7 Leagues
 in fair weather, ~~see~~

(No. 12.)

Journal

From *Salem* to *Sumatra & Manilla*
 in the *Ship Active* *George Nichols* Master:
 kept by *George Nichols* for the use of the
EAST INDIA MARINE SOCIETY.

At a Meeting of the **EAST INDIA MARINE SOCIETY**, at their Hall, on Wednesday evening, November 4, 1801, it was unanimously voted, That, in order to promote one great object of their institution, which was the acquiring of nautical knowledge, a Committee should be chosen to procure *BLANK JOURNALS* for the use of the Society; and that each Member bound to sea should be furnished with one of them, to be returned at the end of his voyage, with a regular diary of the winds, weather, and remarkable occurrences, during his voyage, arranged in such manner as the Committee should direct.

Conformable to the above vote, a Committee was chosen; who, having procured *JOURNALS* of the present form, request the Members to fill up the blanks according to the following

DIRECTIONS.

THE blank at the top is to be filled up with the names of the Master, and of the person keeping the Journal, the name of the ship, and the places nearest to the ship on the days given in that page. As for example: after passing the Cape de Verds, say, from the Cape de Verds towards the Cape of Good Hope.

In the 1st column of the Journal must be marked the day of the month; in the 2d, the course made good on that day; in the 3d, the distance sailed; in the 4th, the latitude at noon by account; in the 5th, the latitude by observation; in the 6th, the longitude by account; in the 7th, the longitude by observation reduced to noon by means of the log, or a time-keeper.

When the variation is observed, it is to be marked in the 10th column, the latitude and longitude in at the time of taking the observation being calculated from the observed latitude and longitude at noon by means of the log, and marked in the 8th and 9th columns. When the variation is observed both in the evening and morning of the same sea-day, the evening observation must be marked first; and it may be also noted whether the observation was by an azimuth or amplitude, by marking the former *az.* and the latter *am.*

The winds are to be marked in the 11th column, two or three times each day, placing them regularly beneath each other.

In the right hand column must be noted, the general state of the weather, winds, currents, bearings of capes, islands, &c. with their estimated distances, and any other remarks that may be useful to navigators.

When an opportunity offers to take any observations for determining the latitude or longitude of any remarkable place or point of land, it should be carefully attended to; and, for the satisfaction of those who may examine the Journals, it will be proper to give a detail of the observations. Thus, if the observation was taken for determining the latitude by the meridian altitude of the Sun, it would be proper to note the altitude of the Sun's lower limb, taken from the quadrant, his declination, and the bearing and distance of the place at the time of observation. Should the place not be in sight at the time of taking the meridian observation, it would be proper to note the course and distance made good by the ship, between the times of taking the meridian observation and observing the bearing of the land. A particular attention to observations of this kind will probably be the means of procuring a valuable collection of useful information. If the latitude or longitude observed should differ from any late books or charts, it would be proper to note it. In case any general remarks on the wind, weather, &c. experienced in the passages, should occur to the Journalist, he is requested to arrange them in the pages allotted for that purpose at the end of the Journal. A blank page is also assigned for an account of the coin, weights and measures of the several places touched at in the voyage; and it is hoped that care will be taken in acquiring information on these subjects. Any remarks on the commerce of the different places touched at in the voyage, with the imports, exports, and manner of transacting business, will be of public utility. Whatever is singular in the manners, customs, dress, ornaments, &c. of any people, is deserving of notice.

There should be collected, for the Museum, specimens of various kinds of vegetable substances, earths, minerals, ores, metals, volcanic substances, &c. There should also be preserved such parts of birds, insects, fish, &c. as serve most easily to distinguish them, and if no part can be preserved, a description of any that are remarkable may be given. Inquiry should be made for any remarkable books in use, among any of the eastern nations, with their subjects, dates and titles. Articles of the dress and ornaments of any nation, with the images and objects of religious devotion, should be procured.

George Nichols' Journal, in the Ship Active George

Date. 1801	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
<i>Decbr</i> <i>12 & 13</i>	<i>S 73° E</i>	<i>226</i>	<i>41.36</i>	<i>None</i>	<i>65.10</i> <i>from Grants</i>	<i>none</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>14</i>	<i>S 65° E</i>	<i>189</i>	<i>40.15</i>	<i>do</i>	<i>61.20</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>15</i>	<i>S 59° E</i>	<i>78</i>	<i>39.35</i>	<i>"</i>	<i>59.50</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>16</i>	<i>S 64° E</i>	<i>204</i>	<i>38.05</i>	<i>38.08</i>	<i>55.55</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>17</i>	<i>S 75.30° E</i>	<i>186</i>	<i>37.22</i>	<i>37.22</i>	<i>52.07</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>18</i>	<i>S 80° E</i>	<i>245</i>	<i>36.40</i>	<i>36.40</i>	<i>47.06</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>19</i>	<i>S 85° E</i>	<i>212</i>	<i>36.21</i>	<i>36.21</i>	<i>42.42</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>20</i>	<i>S 66.30° E</i>	<i>162</i>	<i>35.00</i>	<i>none</i>	<i>39.46</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>21</i>	<i>S 66.30° E</i>	<i>176</i>	<i>33.50</i>	<i>33.56</i>	<i>36.29</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>22</i>	<i>S 71° E</i>	<i>171</i>	<i>33.00</i>	<i>32.59</i>	<i>33.16</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>
<i>23</i>	<i>S 28° E</i>	<i>32</i>	<i>32.31</i>	<i>32.29</i>	<i>32.58</i>	<i>"</i>	<i>—</i>	<i>—</i>	<i>—</i>

Nichols Master, from *Salem* towards *The Cape Verde Islands*

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
N ^o W ^o to North	Commences with brisk Gales Wherry M ^o G. D. M. came to sail in Salem Harbour. At 12 M ^o Dragoon Hill. bore N ^o W ^o distant 6 Leagues Middle and latter part to brisk Gales and cloudy, saw several Vessels but spoke none
North to N E W ^o	First and Middle part of this 24 hours brisk Gales, and cloudy all, sail set that would draw. Latter part Moderate and cloudy.
N E W ^o E W ^o East N to S E S S E	Commences with gentle Gales, attended with Squalls, Middle part moderate and pleasant. Latter part fresh Gales and Squally. saw a Ship steering to the Eastward
S S E to West to N W ^o	Commences with fresh Gales and Rainy, weather Middle, and latter part squally attended with Rain
N W ^o to N N W ^o and West	First and Middle part of this 24 hours fresh Gales, attended with very hard Squalls, and Rain. Latter part Moderate and pleasant
N N W ^o N W ^o West	Commences with brisk Gales and cloudy weather Middle and latter part, fresh Gales, attended with very hard Squalls and Rain, and a rough sea
West N W ^o W ^o S W ^o	See this 24 hours fresh Gales, and Squally, with Rain no remarkable occurrence this day, excepting, seeing a Bark steering to the N E
S W ^o to S W W ^o	Most of this 24 hours fresh Gales, and Squally, attended with Thunder lightning, and Rain
S W ^o to S W W ^o	See this 24 hours brisk Gales and hazy weather at 8 A. M. saw a Ship steering to the Eastward
S W W ^o S S W ^o S W W ^o	This 24 hours for the most part brisk breezes, and hazy weather Under single reef Top Sails. Courses, jib & stay sails, steering by the Wind
S W W ^o through the day	See this day gentle Gales, and hazy weather at 5 P. M. saw a Ship to the Westward at 4 P. M. sailed to the Eastward

George Nichols Journal, in the *Ship Active George*

Date. 1805	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
24	S 29.30 E	70	31.22	31.22	32.13	none	"	"	"
25	S 16 E	148	29.00	28.59	31.26	"	"	"	"
26	S 43 W	125	27.28	27.29	33.2	"	"	"	"
27	East	20	27.28	none	32.40	"	"	"	"
28	N 81 E	66	27.38	"	31.27	"	"	"	"
29	S 61 1/2 E	63	27.08	27.06	30.24	"	"	"	"
30	N 80 E	59	27.18	none	29.19	"	"	"	"
31	S 61 30 W	49	26.55	26.52	30.06	"	"	"	"
1802 Jan 1	S 58 W	99	25.58	26.00	31.39	"	"	"	"
2	S 45 W	9	25.54	25.53	31.46	"	"	"	"
3	S 43 W	37	25.26	25.24	32.14	"	"	"	"

Reich's Master, from Salem towards the Cape Verde Islands

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE to NW NW to SE N to NE	Begins moderate and pleasant, saw 4 large ships, steering to the Eastward. Middle part Calm. Latter part British Gales and hazy under whole sails
E NE to SE SE to SE	Commences with British Gales and pleasant weather. Middle part Squally & Rainy. Latter part light air and pleasant in remarkable occurrence.
E NE to SE SE to SE South	First and Middle part of this 24 hours Moderate breezes and clear pleasant weather. Latter part British Gales and passing clouds. At 12 Noon tackled ship to the Eastward
SE to South South to SE SE to SE	Commences with British Gales and pleasant, at 3 hours tackled to the Westward. At 12. tackled to the Eastward. At 3 A.M. came away the fore yard with the flings, in a hard Squall. Latter part fresh Gales and Squally, got up a new fore yard, set the sail & set it & close up top sails
SE to South South to SE SE to SE	See this 24 hours fresh Gales and Squally, attended with Thunder Lightning and Rain, nothing material seen this day.
SE to SE to SE SE to SE	First and Middle part of this 24 hours fresh Gales, attended with very hard Squalls, Thunder, Lightning & Rain. Latter part more pleasant, made & took in sail occasionally
SE to South South to SE SE to SE	Commences with moderate pleasant weather Middle and Latter part fresh Gales, & very hard Squalls & Rain. At 8 AM a black braced wind. At 11 PM saw ship to the East, At 12 Noon ship
South to SE SE to SE SE to SE	See this 24 hours fresh Gales and Squally, attended with Thunder, Lightning & Rain. At 11 PM saw ship to the SE. At 5 A.M. saw ship to the SE.
SE to SE SE to SE South	Most of this 24 hours fresh Gales and Squally attended with Lightning & Rain. Made & took in sail accordingly
SE to SE SE to SE South	Commences with British Gales, and hazy weather At 1 PM saw ship to the SE, saw a sail standing to the Westward. At 9 PM saw ship to the SE. Middle and latter part British Gales and Squally. At 12 M. saw ship
South to SE SE to SE SE to SE	First and Middle part fresh Gales, and Squally. At 10 PM saw ship to the SE. Latter part British Gales and hazy

George Nichols' Journal, in the Ship Active - George

Date. 1807	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Var.
<i>June</i> 4	<i>S 35° W</i>	<i>154</i>	<i>23.19</i>	<i>23.22</i>	<i>33.50</i>	<i>none</i>	<i>in</i>	<i>in</i>	
5	<i>S 30° W</i>	<i>155</i>	<i>20.48</i>	<i>20.54</i>	<i>34.00</i>	<i>in</i>	<i>in</i>	<i>e</i>	
6	<i>S 7° W</i>	<i>83</i>	<i>19.32</i>	<i>19.30</i>	<i>34.17</i>	<i>in</i>	<i>e</i>	<i>in</i>	
7	<i>N 57° E</i>	<i>108</i>	<i>21.00</i>	<i>20.59</i>	<i>33.14</i>	<i>in</i>	<i>in</i>	<i>in</i>	
8	<i>N 50° E</i>	<i>98</i>	<i>22.14</i>	<i>22.16</i>	<i>32.07</i>	<i>in</i>	<i>in</i>	<i>in</i>	<i>in</i>
9	<i>N 63° E</i>	<i>34</i>	<i>22.31</i>	<i>22.35</i>	<i>31.35</i>	<i>0° 2' 33.40</i> <i>of Gunter</i>			
10	<i>S 24° E</i>	<i>83</i>	<i>21.19</i>	<i>21.16</i>	<i>30.58</i>	<i>32.55</i>			
11	<i>S 40° E</i>	<i>134</i>	<i>19.34</i>	<i>19.34</i>	<i>29.25</i>	<i>31.2</i>			
12	<i>S 41° E</i>	<i>134</i>	<i>17.54</i>	<i>17.50</i>	<i>27.53</i>	<i>29.40</i>	<i>19.17</i>	<i>30.40</i>	<i>Comp 12.15</i> <i>the</i>
13	<i>S 50° E</i>	<i>144</i>	<i>16.18</i>	<i>16.16</i>	<i>25.59</i>	<i>none</i>	<i>in</i>	<i>in</i>	
14	<i>S 45° E</i>	<i>189</i>	<i>14.02</i>	<i>14.02</i>	<i>23.40</i>	<i>in</i>	<i>15.45</i>	<i>25.20</i>	<i>Comp 13.16</i>

Nichols Master, from *Salem* towards *the Cape Verde Islands*

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
SE to SE	This 24 hours for the most part brisk gales and hazy attended with some few squalls & rain
SE NE to EBS	Commenced with Gentle Gales and hazy pleasant weather Middle & latter part fresh gales and passing clouds
SE NE to EBS	Fresh and Middle part fresh Gales attended with Squalls & rain the wind swung further to the Southward than ever observed before in these Trades. At 9 A.M. Tides Ship to the N
SE NE to SE	Commenced with Fresh Gales and passing clouds, saw a Ship steering to the Southward, At 8 A.M. saw a Ship, steering to the S the Middle & latter part Squally fluctuating weather
SEBS to SESE	Most of this 24 hours, Moderate and pleasant, saw 2 sail steering to the Middle and nothing of consequence occurred during this 24 hours
SE to East & ENE	This 24 hours for the most part light Breezes, attended with Calms, Shuffling weather. At 6 P.M. nearly Calm breeze and it steered to the South & Eastward
ESE to ENE	All this 24 hours moderate B. breeze and passing clouds but pleasant, saw a Ship steering to the Southward
East to ENE NESE	All this 24 hours Gentle Gales, and passing clouds and a squall saw nothing remarkable occur this day
NE to South SE	First and Middle part Gentle Gales and pleasant Latter part Squally attended with the Rain
SE to NE	Most of this 24 hours Gentle Gales and passing clouds Latter part brisk Gales and pleasant
ENE to NE	All this 24 hours brisk Gales and hazy weather, nothing material occurred this day

George Nichols Journal, in the Ship *Active* Cap. *Mr*

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
Jan 15	S 32° E	200	11.12	11.20 N	21.57	---	---	---	---
16	S 38° E	200	8.53	8.59	19.46	---	---	---	---
17	S 35° E	210	6.06	6.11	17.45	---	---	---	---
18	S 10.30° E	112	4.21	4.15	17.25	---	---	---	---
19	S 9° N	28	3.57	---	17.29	---	---	---	---
20	South	24	3.23	3.30	17.29	---	---	---	---
21	S 7.30° E	54	2.42	2.45	17.54	---	---	---	---
22	S 35° N	105	1.29 N	1.29	18.54	---	---	---	---
23	S 52° N	180	00.20 S	0.20 S	21.16	---	---	---	---
24	S 59° N	184	2.44	2.44	23.13	---	---	---	---
25	S 50° N	140	5.22	5.22	25.05	27.45	---	---	---

hels Master, from *The Cape Guards* towards *The Cape of G. Hope*

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

ESE to East All this 24 hours Gentle Gale and hazy weather all sail at that would drive

East to E by N All this 25 hours brisk Gale and hazy weather no remarkable occurrence this day

E by N to ESE Brisk Gale and passing clouds all this 25 hours

ESE to SE, Variable Commences with Brisk Gale, and pleasant weather Middle part moderate variable some rain latter part light air and cloudy we are down the N Trades

SE to East to S by E All this 25 hours light air and Variable & some rain accompanied by a great many fish, caught 5 or 6 Dolphins

NW to SE Light air and Variable attended with Calms & some showers of rain, caught about 100 Gals Brackish water

ESE to SSE All this 24 hours light air and variable the wind very unsteady.

East to SSE First part light air and Variable Middle and latter part Squally attended with showers of rain. We must have had a westerly current of about 1/2 knot this 24 hours.

SSE to SE Commences with light Gale and passing clouds we have this day taken the N Trades. Middle and latter part Brisk Gale & Squally Spoke a Portuguese Ship from Lisbon bound to the Brazil

SE to SSE Brisk Gale attended with some Squalls during this day, nothing of consequence occurs this day, it is only that of having Neptune & his crew & crew who had not out the Cape

SE to SSE All this 24 hours Brisk breeze and passing clouds but pleasant weather

George Nichols' Journal, in the Ship Active, George

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
June 26	S 29° W	202	8.18	8.18 S	28.43	29 09	6.02	28.10	az 7.50 Mty
27	S 23° W	204	11.26	11.23	28.04	31.10	"	"	"
28	S 17° W	179	14.14	14.05	28.57	31.37	11.58. 12.00	28.06 28.06	az 4.25 comp.
29	S 8° E	150	16.33	None	28.36	None	14.50 15.31	31.40 31.40	az 3.45 3.30 comp.
30	S 13.30 E	152	19.00	19.05	28.00	31.36.4	"	"	"
31	S 24.30 E	156	21.55	21.57	corrected Lunar 30.13	None	"	"	"
July 1	S 34.50 E	177	24.22	24.20	28.25	az.	22.40	29.45	az 2.48
2	S 6° E	109	26.08	26.12	28.13	"	24.45 25.45	28.15 28.15	3.44 com 48 com 34 3.32
3	S 11.15 E	79	27.29	27.32	27.56	"	"	"	"
4	S 18° W	72	28.40	28.43	28.21	"	"	"	"
5	S 29° W	151	30.55	30.50	29.45	"	"	"	"

Nichols Master, from the Cape of Good Hope towards the Cape of Good Hope

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
SE by S to SE by E	All this 24 hours brisk gales and passing clouds, breezy but pleasant.
SE by S to SE by E	Boisterous Gales, and passing clouds, but very pleasant for the most of this 24 hours - nothing remarkable seen through the day.
E by S to East	Most of this 24 hours gentle Gales and passing clouds. I am not certain of the occasion of the Late S. by N. not corresponding with the 1st 2 perhaps, it is that ship has made more by way.
E by S SE E by N	Begins light breezes, and clear pleasant weather. Middle and latter part brisk breezes and closely attended with some light squalls, a smooth sea.
NE E by N East	First part light breeze and passing clouds. Middle and latter part brisk breezes and pleasant. No remarkable Occurrences this Day.
E by N E by N	Brisk Gales and cloudy the first and middle part of this day. Latter part pleasant breezes and very pleasant clear weather & a smooth sea.
E by N	Most of this 24 hours brisk breezes and clear pleasant weather. no remarkable Occurrence.
E by N East E by E	At this 24 hours light breezes and clear pleasant weather a very smooth sea, no remarkable Occurrence to day.
East E by E E by N	Most of this Day light breezes and clear pleasant weather the sea very smooth.
East SE by S SE	Light breeze and pleasant and part of the time cloudy. a large swell from the S.W.
SE by E SE E by E	Most of this Day brisk Gales and breezy weather & passing clouds.

George A. Nichols Journal, in the *Ship Active George*

Date.	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
Feb 18	South	128	32 38 S	32 59	29 35 W of Greenwich	Ann	31 35	29 35	0-54
"	S 71 E	7 1/2	34 04	34 02	30 27	"	"	"	"
8	S 20 E	61	34 59	35 13	30 03	31 20	"	"	"
9	S 71 E	15 1/2	36 03	36 03	27 08	Ann	35 28	30 30	0-52
10	S 86 E	18 1/2	36 16	36 16	23 20	25 30	36 10	27 36	2 27 2 28 Ann
11	S 59 E	168	36 13	36 13 2 11 1/2	19 52	"	36 15	23 36	3 1 3 25 Ann
12	S 87 E	143	36 20	36 21	16 56	"	36 15	20 15	5 34 Ann
13	S 78 E	186	36 59	36 59	13 09	"	36 25	17 00	7 00 7 20 Ann
14	S 88 E	142	36 54	36 53	12 30 Ann 04 13 05	"	"	"	"
15	N 57 E	63	35 53	35 48	12 33	"	36 25 35 45	12 20 11 30	9 30 11 30 3 12 30
16				35 49			35 48	11 30	12 12 12 00 Ann

Nichols Master, from the Cape Severis towards the Cape of Good Hope

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
E S E East E S E	Gentle Gale and cloudy weather the first and Middle part of this Day. Latter part Light Breezes and cloudy saw an Albatross this day for the first time this passage.
E S E E S E E	Moderate breezes and cloudy for the most part of this day Nothing remarkable occurred.
S E S E East S E N N W	See this 24 hours Light Breezes and passing clouds saw frequent strong Sooty Terns which has set us to the southward this day.
N N W N W N N W	First part Light Breezes and passing clouds Middle and Latter part Gentle Gale and clear pleasant weather.
N N W N W N N W	Breeze and heavy weather for the most part of this 24 hours and in the Night time a heavy dew.
N N W N W N N W	This 24 hours for the most part Gentle Gale and cloudy weather, and part of the time thick heavy weather.
N N W N W N N W	Gentle Gale and cloudy weather the most of this 24 hours continue to have heavy dew during the Night.
N N W N W N N W	Most of this 24 hours Breeze Gale and heavy weather saw a great many Birds this day Mostly Albatrosses & Razors.
N N W N W N N W S E	First part Breeze Breezes and heavy weather saw a great many Birds the most part cloudy thick heavy weather saw no light till 12 o'clock as soon as the Island of Tristan da Cunha bearing S E by E 12 Miles distance the Mountain the top of the Island bore S W by S 12 Miles bearing.
S E S E S E S E S E	Commenced with Gentle Gale and clear pleasant weather Middle and Latter part Moderate & pleasant - 25 Breeze at 6.30 PM the top of the Island of Tristan da Cunha bore S E by E 12 Miles.
Calm S E East	See this Day light air and calm and a large swell from the Southward I don't allow us to see you anything but in the same situation as at yesterday.

George Richards

Journal, in the

Ship Robert George

Date. 1807	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
17	S 78 E	15	35.52	35.52.8	11.15 W	None	35.50	11.20	12.25 12.40
18	S 59 E	51	36.29	36.29	10.20 W	—	36.5.	11.15	13.14 13.8
19	S 55 E	67 1/2	36.37	36.37	8.57	—	—	—	—
20	S 79.30 E	130	36.12	36.16 not used	6.07	—	—	—	—
21	S 42.30 E	60	37.10	37.09	5.17	—	36.50	5.30	14.00 14
22	S 75 E	44	37.21	37.17	4.24	—	—	—	—
23	S 34 E	17	37.27	37.22	1.06	North 2 50.00 Greenwich	37.20	3.10.	17.20 17.19
24	S 82 E	16 1/2	37.45	37.45	10.30 E Greenwich	—	—	—	—
25	S 77 E	153	37.35	37.40	1.20 E	1.35 E Greenwich	—	—	—
26	N 82.30 E	151	37.20	37.26	7.29	—	—	—	—
27	N 86 E	76	37.18	37.22	9.01	—	—	—	—

Master, from the ^{Cum} ~~Port of Hudson~~ day towards the Cape of St. Hope.

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

Calm
Light air
Sun the 1st
All this 24 hours light air and calm, clear warm weather continue to see large quantities of Whelp in the Water.

NE
SE
East
Squalls
Light air and clear weather most all this 24 hours nothing material occurred, excepting occasional Whelp.

NE
SE
Squalls
All
First and Middle part of this day light air and cloudy weather. Latter part, gentle gales and passing clouds. No remarkable Occurrence this 24 hours.

SE
Squalls
SE
Most of this 24 hours gentle gales and cloudy weather.

SE
East
NE
First and Middle part of this day light air and variable cloudy weather. Ends with gentle gales and pleasant weather. Experienced a Sutterly current this day.

Light air
the 2nd
Disturbed
Storm
Light air and variable, attended with calm, heavy clouds, lying about the horizon; continue to see Whelp in the Water.

Calm
the 3rd
very thick
All this 24 hours with calm flattering weather nothing material Occurred.

Calm
the 4th
SE
SE
First part calm and cloudy. At 3 PM. a Breeze from the NW. Middle and latter part brisk gales and cloudy.

SE
SE
SE
Commenced with fresh gales and squalls. Middle and latter part, fresh breezes and passing clouds.

SE
SE
SE
Brisk gales, attended with some squalls and cloudy for the first and Middle part of this 24 hours. Ends with Moderate breeze and cloudy weather.

SE
SE
SE
Commenced with Moderate breeze and cloudy weather. Middle part calm flattering weather and clear. Ends with Moderate breeze, and cloudy weather.

George Nichols

Journal, in the Ship Active George

[illegible]

richels Master, from *Tristan da Cunha* towards *the Cape of Good Hope*

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
NNE North NE	Commences with brisk breezes and passing clouds Middle and latter part Moderate and pleasant Nothing remarkable occurs this day.
NE NNE SE SSE	Begins with light breezes and clear pleasant weather Middle part Calm. Latter part Moderate & passing clouds
South East SE SSE	Light airs and flattering weather all this 24 hours nothing remarkable has occurred. Latterly, excepting the unusual spell of calm weather
South SSE SESE	Light airs and calm clear weather the first 24 hours Middle part of this 24 hours. Ends with Moderate Breezes and very pleasant clear weather
SE SSE SE	Commences with Moderate breezes and pleasant weather Middle & latter part fresh gales and thick & rainy weather. At 6 A.M. Head Ship to the South. & Eastward
NNE North NE NNE	First part fresh gales and squally weather Middle & latter part brisk gales and passing clouds was a great many Linnets. & passing birds the same even
SE SSE SE	Commences with brisk gales and heavy weather. At 2 PM saw the Land about 15 Leagues to the Eastward of E. Aguelles. At 6 PM Cape Aguelles bore W. N. dist. 5 Leagues. the Wind at S. E. made
	Short tacks & tuck to Windward all night. At 8 A.M. Cape Aguelles bore N. E. bore away the Wind at S. E. & steered for the Cape of Good Hope Ends with brisk gales and heavy weather
	First and Middle part fresh gales and very rainy weather at 4 PM Cape Sals bore N. E. dist. 5 or 6 Leagues. At 10 PM shortened sail and stood off and on all night. At 5 PM made
	sail & stood in for the Land the Table Mount bearing East the Wind at South. Ends with calm heavy weather At 12 AM Green Point bore E. by N. dist. 2 Miles
	At 2 PM of the 8 anchored in Table Bay in 3 1/2 fathoms Water in company with about 20. Vessels mostly men of War Ships

George Nichols Journal, in the *Ship Active* *Ge.*

Date. 1822	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
<i>March</i> 12	<i>S 25 1/2 W</i>	<i>78</i>	<i>34.56</i>	<i>34.59</i>	<i>17.30 E</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>13</i>	<i>S 58 E</i>	<i>132</i>	<i>36.09</i>	<i>36.12</i>	<i>19.48</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>14</i>	<i>S 72 E</i>	<i>107</i>	<i>36.45</i>	<i>36.45</i>	<i>21.54</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>15</i>	<i>S 71 E</i>	<i>97</i>	<i>37.17</i>	<i>37.37</i>	<i>22.50</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>16</i>	<i>S 73 E</i>	<i>152</i>	<i>38.30</i>	<i>None</i>	<i>27.30</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>17</i>	<i>S 80 E</i>	<i>184</i>	<i>39.02</i>	<i>38.58</i>	<i>31.23</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>18</i>	<i>N 85 E</i>	<i>167</i>	<i>38.43</i>	<i>38.36</i>	<i>34.36 E</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>19</i>	<i>N 75 30 E</i>	<i>78</i>	<i>38.15</i>	<i>None</i>	<i>36.31</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>20</i>	<i>S 88 E</i>	<i>112</i>	<i>38.19</i>	<i>38.36</i>	<i>38.32</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>21</i>	<i>S 79 E</i>	<i>114</i>	<i>39.07</i>	<i>39.07</i>	<i>41.18</i>	<i>u</i>	<i>u</i>	<i>u</i>	
<i>22</i>	<i>N 86.30 E</i>	<i>175</i>	<i>38.57</i>	<i>38.55</i>	<i>45.02</i>	<i>u</i>	<i>u</i>	<i>u</i>	

Richard Master, from the Cape of Good Hope towards the Isle of St. Paul

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE
South
ESE
No
At 3 pm, got underway in Table Bay and came to Sea within
10ish breeze from the SE. At 6 pm Robin Island bore SE dist.
4 Leagues from which I took my departure, nothing further occurred
excepting gentle gales and variable weather.

SE
NNW
NW
Fresh Gales and a rough Sea for the most part of this
24 hours, saw great numbers of Birds.

SW
SE
South
WSW
All this 24 hours moderate breezes and passing clouds
Nothing material occurred during this day.

West
NNW
NNW
Moderate breeze and clear pleasant weather all this Day
Experienced 20 Southerly Current this 24 hours

SW
SW
SW
Commenced with Moderate breezes and passing clouds
Middle and latter part British Gales and cloudy
weather.

SW
WSW
SW
All this 24 hours fresh breezes and cloudy weather
attended with very hard Squalls from the Southern
and Western.

WSW
West
South
SSE
First and middle part of this 24 hours fresh breezes
and cloudy Squally weather
Ends with Moderate breezes and passing clouds

SE
SE
South
SW
Moderate breezes and cloudy weather for the most part
of this 24 hours. nothing material occurred this day

SW
West
SW
SSE
First and middle part of this 24 hours Gentle Gales at long
Ends with Light Airs and Variables
Experienced 27 Southerly current since last Obsⁿ

SE
East
North
NW
Commenced with Light Airs and calm flattering weather
Middle part moderate and pleasant
Ends with British Gales and cloudy weather.

SW
SW
SW
British Gales and cloudy weather for the first and middle
part of this Day
Latter part moderate and cloudy

Nichols Master, from the Cape of Good Hope towards St. Pauls Island.

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

1st 1/2
2nd 1/2
3rd 1/2
First and Middle part of this day. Moderate breezes and passing clouds. Latter part British Gale and pleasant.

4th 1/2
5th 1/2
6th 1/2
British Gale and cloudy weather attended with some squalls for the most part of this day.

7th 1/2
8th 1/2
9th 1/2
Commenced with British breezes and cloudy weather Middle and Latter part Moderate and pleasant.

10th 1/2
11th 1/2
12th 1/2
First part of this 24 hours. Moderate and pleasant Middle part British breezes and cloudy. Ends with British Gale and pleasant clear weather.

13th 1/2
14th 1/2
15th 1/2
Commenced with British Gale and cloudy weather Middle and Latter part Gale attended with some squalls from the Westward a hollow sea between sail accompanying.

16th 1/2
17th 1/2
18th 1/2
British Gale and Squally weather, and a large Sea from the Westward all this 24 hours.

19th 1/2
20th 1/2
21st 1/2
Commenced with British Gale and Squally weather Middle and Latter part British breezes and passing clouds continue to have a large Sea from the Westward.

22nd 1/2
23rd 1/2
24th 1/2
British Gale and cloudy for the first and Middle part of this 24 hours. Ends with Moderate breezes and passing clouds, no remarkable occurrences of land.

25th 1/2
26th 1/2
27th 1/2
Moderate breezes and cloudy weather all this 24 hours. In examining the Log Gale by which we have been running of late found it to be 100 miles of 14 which occupies 1/2 day.

28th 1/2
29th 1/2
30th 1/2
All this 24 hours Moderate breezes and cloudy weather nothing material transpired.

31st 1/2
1st 1/2
2nd 1/2
Light airs and clear all this 24 hours. At 2 PM saw the Is. of St. Paul bearing S E dist 13. At 4 PM saw the Is. off the Cape of Good Hope bearing E dist 2 miles went in shore and the boat to fetch the 9. At 10 PM returned aboard with 165 fine fish.

George Nichols Journal, in the *Ship Active, George*

Date.	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
18 th April	N 37° E	75	31-16 S	31-10	87-30 E	peru	32-00	87-16	9-22 9-30 peru
15	N 45° E	175 1/2	28-16	28-18	87-16		30-30 29-20	87-33.40 87-30.40	8-15 7-22
16	N 45° E	165	25-34	25-30	87-46				
17	N 45° E	170	22-46	22-46	87-46		23-20	87-46	6-89 6-32
18	N 45° E	183	19-46	19-38	88-01				
19	N 45° E	190 1/2	16-36	16-31	88-52				
20	N 47° E	189	13-30	13-22	89-53		15-50	89-53	4-16
21	N 47° E	171	10-36	10-30	90-27				
22	N 47° E	101	8-55	8-47	90-46				
23	N 49° E	44	8-5	7-59	91-00	92-20	8-40. 8-10	92-10 92-15	30-30 30-30 1-10
24	N 49° E	60	7-00	6-48	92-28	92-24			

Nichols Master, from the Island St. Paul towards Sumatra

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
NNE NE Souther	Commenced with Gentle Gale and pleasant weather Middle part Light air and clear weather Ended with Moderate Breeze and passing clouds
SE SE ESE	Start of this 24 hours Breeze Gale and pleasant weather Imagin ourselves to have the S. E. Trade Wind
ESE ESE ESE	Breeze Gale and passing clouds attended with some Squalls during this 24 hours. nothing material has occurred this day
East ESE East	All this 24 hours Breeze Gale and passing clouds and squalls Nothing remarkable has occurred this 24 hours
East ESE East	Breeze Gale and passing clouds all this 24 hours - the Wind inclines to be very far Easterly
ESE ESE	This 24 hours for the most part Breeze Breeze and passing clouds. nothing material has occurred this day
ESE ESE	All this 24 hours Gentle Gale and very pleasant Weather the Wind inclines to be more Southerly than it has been
SE SE	First and Middle part of this 24 hours Gentle Gale and cloudy weather. Ended with Squally stormy weather Nothing material has occurred this day
SE East NNE	Commenced with stormy Squally weather Middle and Latter part moderate and pleasant the Wind quite variable
NNE NNE NNE	This 24 hours for the most part Light Air and very warm Weather. We have apparently had a southerly current for some days past which has affected us from 5 to 8 miles per Day
SE NNE SE	Light Air and stormy pleasant weather all this day Experienced 12 southerly currents since last day

George Nichols

Journal, in the Ship Active George

Date. 1861	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
Apr 25	North	25	16.23.8	6.15.1	92.28	92.15	6.20	92.20	1.06
26	Nb 5/4	41	5.46	5.48	91.59	91.30	6.5	92.00	1.58
27	N 1/2 W	61	4.50	4.50	91.41	90.59	---	---	---
28	N 7/4	96	3.19	3.34	91.29	90.53	---	---	---
29	N 10/4	58	2.37	2.52	91.39	---	3.00	91.35	1.02
30	N 18/4	34	2.20	2.30	91.49	---	---	---	---
May 1	S 8/4 E	55	2.31	2.35	92.44	---	---	---	---
2	Nb 1/4	10	2.25	2.25	92.44	---	2.30	92.44	1.15
3	Nb 1/4	2	2.23	2.23	92.44	---	---	---	---
4	N 12.00	73 1/2	2.15	2.39	93.12	---	---	---	---
5	N 15/4 E	31	10.22	10.33	93.37	---	---	---	---

Richard Master, from the Island of St. Paul towards Seemaba

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
SE Breeze SE	Light airs and very warm sultry weather all this day only a squall in the forenoon about 4 feet in length. At 8 P.M. the Ship to the North Westward Experience 8 Southwesterly current this day
NE Breeze SE	All this 24 hours Light airs and variable very warm Weather, and a smooth Sea
NE Breeze SE	Light Breezes and variable passing clouds for the most part of this day of about 12 P.M. day By repeated good observations we have had a westerly current bearing
NE Breeze SE	Moderate Breeze and pleasant weather for the most part of this 24 hours Experience a Southwesterly current of 15 this day
NE Breeze SE	All this day Light Breezes and very warm sultry weather Experience 15 Southwesterly current this day we saw a great many Bonneted & some Dolphins
NE Breeze SE	Most of this 24 hours very light airs attended with some squalls & showers of rain, warm weather traced the current and found it to set SE, half a mile & more
NE Breeze SE	Light airs and warm weather attended with some squalls during this day; traced the current and found it to set SE 1/2 N and showed for which I allow 18 or said current
NE Breeze SE	Light Breezes, and very warm sultry weather all this day Experience a Southwesterly current of 20 this 24 hours, which I allow to have set SE
NE Breeze SE	Most part of this day. Light Breezes, & calm, warm weather At 6 P.M. traced the current & found it to set SE 1/2 N 1/2 W which I have allowed as above
NE Breeze SE	Light Breezes, attended with showers of rain, heavy black clouds, warm the 24 hours, & warm sultry weather. Experience 24 Southwesterly current this day but am not certain if it is the same
NE Breeze SE	The most part of this day light Breezes attended with squalls and rain. At 6 P.M. found the current to set SE 1/2 N Experience only 11 Southwesterly current this day

George Nichols'

Journal, in the Ship Active George

Date. 18 02	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
May 6	N 20. 30 E	69	00. 32 N	00. 27 N	94. 05		00. 55	93. 40	2. 35
7	N 5. 7 W	69	1. 36	None	93. 55	95. 35			
8	N 10. 15 W	25	2. 01	2. 01	95. 35				
9	N 8° E	48	2. 48	2. 36	95. 40	95. 22			
10	N 11 W	22	2. 47	2. 38	95. 18				
10									
11									
11	N 39° E	58	3. 23	3. 14	95. 55				
12	Steering to the Eastward for Mucal which Port is not mentioned in my Charts, and the Latitude by information obtained is from 3° 10' N to 3° 20'			3. 25					
13	Steering various courses according to the Wind, which was very fluctuating the 2 Ships which I saw at an anchor was at Mucal which was more than 3 leagues to the Northward of where I saw it drove			None					
14	Endeavouring to find my port which I was much at a loss to know. I went for the Latitude of 3. 12 as Captain Carrs says the Port of Mucal to be in that Latitude which I soon found to be not that port but Tampabay, and to the North 29 in								

Nichols Master, from the Island of St Pauls towards Mucut. N. East, Sumatra

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

NW NW NW	Light breezes and pleasant weather a very comfortable view for the most of this 24 hours Experienced 5 southerly currents during this day
West NW North	Commenced with light air and pleasant weather At 5 PM tried the current, found it to set South by a point Middle part gentle Gale and pleasant Ended with squally weather
West NW E. N. E. East	All this 24 hours very light breezes and pleasant weather At 8 AM tried the current and found it to set N. by 3/4 of a point At 12 Noon do do do do
NW NW NW	Commenced with moderate breezes and pleasant weather At 11 PM clock Tacked Ship to the Southward expecting to be near the land, At 2 AM tacked to the At 6 saw the land about the SE point of Hog Island, bearing NE. dist 8 or 9 leagues At 12 Noon the land bore from E. by N. to N. E. distance off shore 5 or 6 leagues
NW SW NW NW	Most part of this 24 hours light air and pleasant weather At 6 PM the North extreme of Hog Island bore N. by E. and the body of the Island E. by N. distance off shore 5 or 6 leagues At 12 Noon the North part of the Island bore N. E. by N. and the beacons from the NW part E. by N. 1/2 N. Experienced a strong SE current this 24 hours
NW NW NE	Most part of this day light breezes and pleasant weather, At 6 PM the North most extremity of Hog Island bore E. by S. distance 2 leagues the 2 Cocos Islands bore West N. by S. 1/2 S. or 5 leagues distance, At 5 PM saw the high land of Sumatra bearing from E. by S. to E. N. E. the Cocos Islands in my charts, Laurie Whittles latest Edition, and laid down, bearing N. E. from the North part of Hog Island, which course I stood and saw no other but those above
SW and very much misty from the South.	Most of this 24 hours light breezes and variable cloudy weather At 6 PM Hog Island bore S. W. distance 13 or 14 leagues and the nearest Sumatra from about 4 leagues, stood off from during the night
S. by W Variable N. E.	First part of this day moderate and pleasant, at 3 PM saw 2 Ships at anchor at 4 PM supposed Palorajet, bearing E. N. E. At 6 PM the Southward most land in sight bore S. E. 1/2 E. distance off shore 3 Miles also off in this night At 11 AM saw the Ships above mentioned, bearing N. E. distance 3 or 4 Miles
N. E. NW NW	Light breezes and pleasant weather all this day, stood off from most part of this night in about the latitude 3. 20. At 8 PM saw a Boat at anchor in Palorajet at same time saw a Ship at anchor to the Southward of which I wrote to be at Mucut. At about noon came to an anchor in the Port in 17 fathoms water, about a cables length from the entrance of the J. Boogs

Nichols Master, from *Mical. H. Son Sum* towards *Malacka*

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
N ^{NE} S ^W S ^{SW}	All this 24 hours light breezes and pleasant weather Stunning along the Sumatra Coast, distance off Shore from 5 to 8 miles the land not being named particularly in my books I have not the bearing
S ^{SW} S ^W N ^{NE} SE	This 24 hours for the most part moderate and pleasant, at 6 AM Cape Felix bore N ^W distance 6 miles. I stood along the Coast about N ^W distance off Shore from 5 to 6 miles. Had very little or no current this day
S ^W SE East SE	First and Middle part of this day Moderate breezes and pleasant weather at 12 Meridian the Northern most land in sight bore N ^W distance off Shore 3 leagues. Ended with British Gales and cloudy weather
S ^W SE South.	First and Middle part of this day British Gales and pleasant a rough Sea, at 6 PM. Took away the Northern most land bore E ^{NE} and took Meridian N ^{NE} 1/2 E passed between them, experienced a strong N ^W Current this day
S ^W S ^W SE SE	All this 24 hours clear pleasant weather, the Wind quite Variable tossed Ship several times. Experienced a northerly current of 6 this day the Land about bore very high, and broken
East SE N ^{NE}	Light breezes and variable all this day, at 6 PM the Golden Mount bore N ^W the Eastern most land in sight S ^E 1/2 E distance off Shore about 7 leagues
N ^{NE} SE N ^W SE	Commenced with Moderate pleasant weather, at 10 AM a hard Squall from the N ^W . At 4 AM saw a Sail which I supposed to be a Dutch but proved to be a ship ends moderate & pleasant at 12 M ^{eridian} the Elephant Mount bore S ^E 1/2 E distance 18 Leagues
S ^W East SE	Light breezes and pleasant weather, most of this day. At 4 PM saw a large Ship steering to the Southward and Eastward, but did not come near Experienced a Current of 1 hour known to the N ^W . The Land of Sumatra in sight
N ^{NE} South SE	All this 24 hours light breezes and pleasant weather. At 6 PM the Land about Diamond Point bore S ^E distance 5 or 6 Leagues. At 6 AM saw 2 Ships one steering to the Westward & the other to the Eastward, experienced a current of about 3/4 of a knot along to the N ^W .
East N ^{NE} South SE	Most part of this day light breezes and pleasant weather, the B ^{rig} in sight passed the Western of 5 or 6 fathoms this day. At 7 PM. had a hard Squall from the Westward and attended with rain continued about 1 hour, the Land of Sumatra in sight, but not near enough to know our situation, experienced a N ^W Current of 1 hour
East N ^{NE} S ^W	All this Day light Air and calm warm weather, the B ^{rig} still in sight at 3 PM saw a Ship, steering to the Westward. At 12 Meridian the Eastern most land of Diamond Point, bore S ^W about 6 leagues distance Experienced little or no Current this 24 hours we have now regular tides.

Master, from *Muscov* towards *Malacca* & *Manilla*

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE West South SE	Most part of this 24 hours Moderate breezes and pleasant weather At 5 PM, had a hard Squall from the Westward, lasted about 1 hour At 12 Mid the Land was seen from SSE to NW, distance off shore for 8 leagues, this 24 hours for the first time had a SE current of about 1/2 a mile
SE East N. W. W. SE	Moderate breezes and pleasant weather for the most part of this day At 6 PM, observed had 20 fathoms water about 1/2 leagues from the Sumatra shore, at 8 PM a hard Squall from the NW, at 7 AM, saw Doto Varellas bearing SSE distance 7 leagues, from the Sumatra shore 6 leagues had 28 fathoms
SE SW EWS	Commence light breezes and pleasant weather, Middle part Squally At 12 Noon, saw Doto Para, bearing SE, distance 5 or 6 leagues Ends with gentle gales and pleasant weather, touched ship several times
SE ESE SW NW	Most of this 24 hours light breezes and pleasant weather, At 6 PM, Doto Para bore East, and Doto Varellas, SE, dist 3 leagues, At 6 AM, Doto Para bore ESE dist 3 or 4 miles and the Java Belangs SE, dist 4 miles, Doto Para bore N. W. distance 3 miles
NW NE NW SW	Begins Moderate and pleasant At 6 PM, Doto Para bore N. W. dist 5 or 6 leagues Middle part cloudy, At 2 PM, had 35 fathoms water, At 3 PM, had a hard Squall from the West At 5, saw the Urroas the long arrow bearing SE, dist 2 1/2 or 3 leagues, At Noon the round Urroa bore N. W. dist about 4 leagues, Stead East for Dorellar Field
NE West NE SW	The most part of this day Moderate breezes and pleasant weather, At 6 PM, Dorellar Field, bore E. N. distance 5 or 6 leagues, Stead EWS, At 2 PM, had our water reduced from 22 to 13 fathoms on the South end head, Stead EWS, and deepened Stead EWS, at 9 PM, stealed our water on the Malay side to 16 fathoms, Stead SE and SW regular
"	soundings, from 22 to 25 fathoms during the night, At 6 AM, Dorellar Field bore NW, the tide running to the NW, but the water in the South end touched ship, and deepened our water, Dorellar Field bearing NW, At 12 Mid Cape Brachadon bore E. N. distance 2 1/2 leagues
SE NW NE	Moderate breezes and pleasant weather for the most part of this day At 6 PM the North most of the Water Islands bore E. N. and Cape Brachadon, NW, at 8 PM the East most Water Island bore N. W. at 12 Noon, Mount Moros bore NE, dist 4 miles and Mount Formoso E. dist 4 miles, distance from the Malay shore 6 leagues, the Sumatra coast plain in sight, had 17 fathoms water, muddy bottom
NW SE NW SE	Moderate, Baffling weather, all this day, At 6 PM, Mount Formoso bore NE, dist 4 miles, Mount Moros bore NE, dist 4 miles, the Eastern most land in sight E. N. in 25 fathoms water, At 8 to 12 PM, night, had regular soundings in 23 fathoms, At 1 PM, had 17 fathoms came to with the breeze at 4, got underway again, At 5 AM, saw a ship, steering to the SE, Mount Formoso bore NE, dist 4 At 12 Noon, Mount Formoso bore NE, dist 4 miles, and Dorellar Field bore E. N. dist 4 miles
NW SE East EWS	Moderate breezes and pleasant weather, most of this 24 hours, At 6 PM, Mount Formoso bore N. W. Doto Desang E. N. E, the Little Carmon SE by E, dist 7 fathoms water, touched ship At 7 AM, had 10 fathoms water, touched ship to the SE, these soundings are not well defined in my Charts, At 8 to 12 PM, had from 10 to 14 fathoms water, Steering to the South and Eastward with a light breeze, and apparently a S.W. current, At 12 Noon saw the canoe bearing E. N. with 20 fathoms water, Doto Desang, Stead about SE, At 3 AM stealed our water to 8 fathoms, touched ship, to the North, had from 8 to 12 fathoms to 5 AM were found we was about the Carmons, the Great Carmon bearing EWS, dist 2 leagues made sail to the North, had irregular soundings from 7 to 10 fathoms, muddy bottom
	At Noon, saw Doto Desang bore North, the Little Carmon SE, dist 10 fathoms water, muddy bottom, 2 ships in sight, the one steering to the NW, and the other working up the Straits

George Nichols

Journal, in the Ship Active, George

[illegible]

Nichols Master, from Malacca

towards Manilla

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE Moderate breezes and pleasant weather strong tides, but not regular this day
 South At 6 AM the little Cochinese boat came East and Porto Alegre 12 M. in 48 fathoms water
 SE the wind was in our favor, speed to pass about 3 miles to the North of two Islands
 South had regular soundings of about 20 fathoms between 14 fathoms came to an anchor at 7 AM
 South off the Island bearing ESE 5 or 6 miles distance, at Mendocino Island bearing ESE 5 miles

South Begins with moderate breezes and passing clouds, a very strong current setting to the SE
 South At 4.30 AM passed the Rabbit and Emily the current running about 1/2 miles to the SE at 6 AM
 SE Concy Island bore WNW 1/4 S, St Johns Island NE SE, and Buffelau Rocks SE NE. At 3 AM
 SE came to anchor in 22 fathoms water, the current setting SE 1/2 miles at 11 AM however the tide
 SE of Secura bore bearing ESE 1/2 N, distance 1/2 mile. The tide began to rise to the SE

At 12 Mendocino Mount Barbut bore WNW 1/2 S, and Porting Hill SE 1/2 N
 and am very happy to find myself in clear navigation and a fair wind
 Ends with gentle gales and pleasant weather, passed Company with
 the English Ship, with which we have kept company several days.

South Most part of this day moderate breezes and cloudy weather, experienced a current
 SE the NE of 1 1/2 miles all this day, at 6 AM saw Porto Alegre bearing NW 1/4 W
 SE Porto Largo NW 1/4 N, at 8 AM, Porto Alegre bore SW 1/2 S, and Tumor NW 1/2 S, at Mendocino
 SE Porto Alegre bore SE 1/2 N 1/4 W and Tumor NW 1/2 S

SE Gentle gales and very pleasant weather all this day, saw a
 SE Sail to the Westward steering to the Northward
 South Experienced a Northwesterly current of 7 miles this 24 hours, follow it to have
 set NE

SE Most of this 24 hours, moderate and pleasant, saw a great deal of drift
 South in the water, experienced a Southwesterly current of 7 miles, follow it to have
 SE set SE out of the Gulf of Sam.

SE Commenced with moderate breezes and pleasant weather
 West Middle and latter part gentle gales and cloudy weather
 WNW saw some drift and several Snakes

W Most part of this day moderate breezes and cloudy weather, at 6 AM, squally
 WNW thin drizzly weather, soundings had 30 fathoms water, brown sand, 8 stones
 West Middle part, gentle gales and cloudy, at 2 AM had 34 fathoms at 8, had 38 fathoms
 South all brown sand & stones, Ends with moderate, flustering cloudy weather

South Most of this 24 hours moderate breezes and pleasant weather, looking out for Porto Alegre
 SE at 8 AM, soundings had 48 fathoms fine W sand and black specks, at 12 AM night had
 SE 58 fathoms, at 2 AM 55 fathoms at 4.30, brown sand, at 8 AM saw Porto Alegre bearing
 South NE and the Great Canoe NW E, steers East, at Mendocino Porto Alegre bore NE 1/2 E

SE Commenced with very light air, good pleasant weather, a strong current setting
 SE to the NE, took in St. Mary's, and kept the ship to the wind, but still drove clear
 SE upon the Island very fast, at 5 AM, Porto Alegre bore NW 1/2 E distance about 2 miles
 SE soundings had no ground with 80 fathoms line, at 6, Porto Alegre bore NW 1/4 N, 3 miles

saw a long ledge of breakers, bearing from the Island SE 1/2 E, distance, passed about 3
 miles, but saw no shoal between that and the Island, by a very means in our power
 to turn the current, but all to no purpose, the current setting about NE 3 miles then
 at 9 AM the Island bore NW 1/2 N, considering myself clear of the shoals from the

Southward 8 leagues, where we sail, and let her drift, at 10 AM, Porto Alegre bore NW 1/2 S
 bore SW 1/2 S, distance 3 1/2 or 4 leagues, made sail and steered NE 1/2 E, to 8 AM, and then NE
 Ends with moderate breezes and pleasant weather, I laid in sight steering NE

Nichols Master, from Malacca

towards Manilla

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
SE South SE by S	At this 24 hours, light breezes and clear pleasant weather, saw a great deal of Drift, mostly old trees, a Ship in sight, bearing to the NE, the same which accompanied us through the Straits. Experienced a northerly current of 14, allow it to have set NE.
SE by S SE by S SE	Light breezes and very pleasant weather the most of this 24 hours, saw a great number of Banittos, caught one also much drift wood similar to the Larygoe trees in the Atlantic Ocean.
SE by S SE by S	Began with light breezes and pleasant weather. Middle and latter part, gentle gales and clear pleasant weather. Experienced a northerly current of 18 this day, I have allowed it to have set us as much to the Eastward.
South SE by S South	Moderate breezes and passing clouds, but pleasant weather all this 24 hours. continued to see a great deal of Drift wood as above mentioned. Nothing material has occurred this day.
South SE by S SE West	Moderate breezes and clear pleasant weather, the first and middle part of this 24 hours. Ends with gentle gales and passing clouds. Nothing remarkable has transpired this day.
West SE by S SE W by S	Fresh gales, and heavy squalls, the first and middle part of this day at 2 am, shortened sail, and halloo upon a minute, to 5 am, being very clear. At 5 am, bore away, at 9 am, saw the land the North part of Mindoro bearing East, 4 leagues distance, halloo upon a minute to the North.
	Had fresh gales attended with hard squalls and thick drizzling weather with a high sea. At noon the Middle of Cabra or Goat Island bore E. N. E. dist. 3 leagues.
SE by S SE by S SE	Fresh gales attended with very hard squalls and heavy weather, with a high sea all this day. At 6 pm, Goat Island SE by S, then to the North extreme, and the North part of Ambil SE by S, shortened sail and stood off and on during the night.
	At 5 am, Fortune S. bore E. N. E. dist. 3 leagues, directed my course for the Congadoe which I saw at 8 am, the North pt bearing SE by S, and the Bay closed N. by E. At 9 am, part between them leaving the former on the starboard and the latter on the larboard.
	Shortly after was boarded by the Viset from the Congadoe which obliged us to anchor. At 12 o'clock got under way again, and at 5 o'clock the same evening, came to an anchor in Cavite harbour in 3 fathoms water, all well. this ends the passage.

[illegible]

Nichols Master, from Manilla

towards the Straits of Gaspen

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

NE
SE
SE
Commenced with gentle gales, and cloudy, at about 11 AM weighed anchor off the Bar of Manilla and proceeded down the bay. At 6 PM, the Middle of Luban, low South and the N. end of the Casigadero E. N. E. 120° 9' 00" bore S. 2° low S. E. 3° distant the remainder of this day strong gales and cloudy w. M. current.

NE
Strong gales, and a high sea, attended with some squalls from the N. but most part of the time hazy weather.
Nothing remarkable has occurred this day.

NE
All this 24 hours, strong gales and hazy weather a high sea from the N. Nothing remarkable, has transpired during this day excepting, a few miles South current, 17 miles to the S.

NE
NE
Strong gales and squally, with a very high sea, all this day at 8 PM, shortened sail and hauled upon around 4 hours on a S. by E. 5 miles. I did not think it prudent to pass the Flores and other shoals, which lay in the way. At 5 AM, bore away.

NE
NE
First and Middle part of this 24 hours strong gales and squally at 10 PM, hauled too and steered N. S. by E. 120° S. for Pools Candore, judging myself 6 or 7 leagues to the South of Pools Sapatera.

NE
NE
First part of this 24 hours brisk gales and rainy weather at 6 AM, had soundings 20 fathoms gray sand & shells, steered S. 120° 10' 00" at 8 AM, had 20 fathoms fine gray sand, snow, fudge, Pools Candore bear between North & N. N. distant from 6 to 8 Leagues steered S. 120° 10' 00" for Pools Candore, Middle and latter part, Moderate and cloudy.

NE
NE
NE
First and Middle part of this 24 hours Moderate and rainy at 8 AM, and 12 M. bright sun and had 15 fathoms water, orange bottom at 12 M. had 15 fathoms orange bottom, Experienced since the 17th 71° South current. Latter part, Moderate and pleasant.

NE
NE
NE
First part of this 24 hours, light breezes and pleasant at 8 AM, and at 12 M. night soundings, had 15 fathoms orange bottom at 6 AM saw Pools Candore, bearing S. 120° 10' 00" at 8 Pools Candore bore N. 120° 10' 00" distant 6 Leagues, Experienced 28° South current, this day, it having set S. 120° 10' 00".

SE
SE
SE
Commenced with squally rainy weather, sounded several times, from 6 AM, to 1 AM, and had from 30 to 35 fathoms sandy bottom, Middle and latter part moderate and cloudy, at 10 AM, saw, Victoria Island, bearing E. distant 5 or 6 leagues, Experienced 30° South current, I judge it to have set S. 120° 10' 00".

SE
SE
SE
First and Middle part of this day, Moderate and cloudy at 6 AM, had 20 fathoms water, bottom sand & shells, at 12, had 28 fathoms mud & shells. Ends with squally, rainy weather, saw several strong trade breezes. I have allowed the current to have set 30 this 24 hours South.

SE
SE
SE
The Most part of this 24 hours, Squally weather, at from 6 AM, to 5 AM, sounded often & had regular depths from 10 to 20 fathoms, Muddy bottom, course from S. E. to S. at 6 AM, saw, Gaspar Island, bearing S. 120° 10' 00" 2 or 3 Leagues distance, steered directly for the strait, which name, at 9 passed the strait and were within the strait, and Middle Island.

George Nichols

Journal, in the Ship Active, Geo

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
1802 Nov. 15	S 13 1/2 N	93.	4.32 South	4.10					
26	Steering Various Courses between the St of Cusper & the Brothers.								
27	Sailing to Mindwan from the Brothers to North Island								
28	Sailing to Mindwan from the Brothers to North Island								
29	Working to Mindwan between North Island & Thwart the Bay								
30	Working along the Straits of Sunda, between Thwart the Bay and Java								
Dec. 1 st	In sight of the Land of Java. Working to the Southward 6.35 S								
2	S 16 N	32.	7.16	7.32	103.58 E	None.			
					of Green's				
3	S 14 N	52	8.23	8.35	103.48				
4	S 40 1/2 N	138.	10.10.	None	102.18.				
5	S 48 N	120.	11.45.	12.04	100.40				

George Nichols' Journal, in the Ship Active. George

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
Decr 6	S 66° W	173	13. 15 S	13. 15 S	97. 59 ^E of Greenwich	None	"	"	"
7	S 67° W	187	14. 28	14. 28	95. 00	"	"	"	"
8	S 69° W	187	15. 34	15. 34	91. 59	"	"	"	"
9	S 77° W	190	16. 18	16. 18	88. 46	"	"	"	"
10	S 77° W	194	17. 06	None.	85. 28	"	"	"	"
11	S 78° W	195	17. 42	17. 40	82. 08	"	"	"	"
12	S 73° W	190	18. 33	18. 33	78. 56	"	"	"	"
13	S 75° W	161	19. 15	19. 15	76. 11	"	"	"	"
14	S 74° W	168	20. 00	20. 00	73. 18	"	"	"	"
15	S 73° W	172½	20. 50	None.	70. 22	"	"	"	"
16	S 71° W	130	21. 28	21. 20 Indifferent	68. 08	"	"	"	"

Nichols Master, from the Straits of Sunda towards the Isle of France

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE
SESE All this 24 hours, British Gale and hazy weather -
Saw several Boobies, and a great many Flying Fish this day

SESE
SE British Gale and passing clouds, and very pleasant
weather all this day -
Nothing Memorable has occurred this day -

SESE
SESE British Gale and pleasant weather all this day
the Ship under full sail.
Nothing Memorable has occurred, this 24 hours

SESE
ESE Strong Breezes and passing clouds, and a high Sea from
the Eastward all this day

SESE
to
ESE All this 24 hours, Strong Breezes attended with Squalls
and much, a large Sea from the Eastward

SE
SESE
SE This Day, commences with fresh breezes and squally
weather and a high sea -
Middle and latter part, British Gale and passing clouds

SESE
SE
SESE British Gale and Cloudy weather, the most part
of this 24 hours. Nothing Material has occurred this day -

SESE
ESE All this Day, Easy Gale and pleasant weather
Saw a great many Flying Fish, and some Sperm
Whales

SESE
SE
ESE British Breezes and hazy weather, the most part
of this Day, the weather very pleasant -

SESE
SE
SESE This Day, commences with easy Gale and pleasant weather
Middle part, Squally Sharp Lightning and Thunder at
the N.E. Ends with Cloudy weather -

SESE
SESE
SESE
SESE Gentle Breezes and pleasant, the most part of this day -
the Wind veering from SESE to SESE
Nothing Memorable has occurred this day -

George Nichols

Journal, in the Ship Active, George

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
Decr 17	S 78° W	74	21.35	21.35 S	66.50 E of Greenw	64° 16' 45" Greenw	21.20 21.30	66.20 E 64.45 W	11.00 h 10.45
18	S 67° W	95	22.12	22.15	62.40 corrected	62.26	22.05	62.50.0	12.10
19	S 65° W	147	23.17	None	60.02	None	23.00	60.40.0	15.08
20	S 63° W	148	24.24	24.35	57.37	57° 0' 30"	None	None	None
21	S 71° W	55	24.54	24.46	56.40	None	"	"	"
22	S 62° W	136	25.50	None	54.26	"	"	"	"
23	S 80° W	114	26.08	26.03	52.22	"	"	"	"
24	S 69° W	46	26.37	26.39	50.42	"	26.15 26.32	52.00.0 51.15.0	19.57 20.58
25	S 67° W	162	27.44	None	47.56	None	26.50 27.00	50.15.0 49.00.0	22.34 22.31
26	S 85° W	89	27.36	27.35	46.16	"	"	"	"
27	S 76° W	155	28.07	28.07	43.48	"	27.55 "	44.15.0 "	23.16 23.56

Nichols Master, from The Isle of France towards the Cape of G. Hope

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
Sth South SE East	This 24 Hours Commences with Light Breezes and Variable, plus fresh Middle and latter part Moderate, and clear pleasant weather. Saw a great Many Tropic Birds.
East E by N SE East	At this Day Moderate Breezes and passing clouds. The weather Very pleasant. Continue to have a great Number of Tropic Birds accompanying us.
E by N E by S E by E	Moderate Gales and passing clouds and pleasant weather all this 24 hours. Nothing remarkable has occurred.
ENE NE North	This Day Commences with Moderate Breezes and pleasant weather. Middle part Specially attended with sharp Lightning and Thunder. Ends with clear pleasant weather.
NNW NW Sth South	Light breezes and Variable, with some part of the time Calm & cloudy weather this Day. At 6 AM the Ship to the Northward.
North SE E by S SE by E	This day commences with Light Breezes and cloudy weather. Middle and latter part fresh Gales and Specially Rainy weather. A very rough Sea from 6 AM to 5 AM. Sharp Lightning in the West.
SE South Sth NW	The first part of this day, hard Squalls attended with rain. Middle part British Gales and cloudy. Ends with Moderate pleasant weather.
North NE NE	Moderate Breezes and clear pleasant weather. The most of this Day. At 8 AM, saw 2 large Water Spouts about 1 mile off, continued about 20 minutes. occasioned by a heavy black cloud.
NE NE North NW	This 24 Hours Commences, moderate, and pleasant. Middle part British Gales and cloudy. Ends with Specially, Rainy weather. Saw an Albatross.
Sth S by E S by N South	The first part of this 24 hours, Specially Rainy weather. Middle and latter part Gentle Gales and clear pleasant weather.
SSE SE ESE	Moderate Breezes and clear pleasant weather all this 24 hours. Nothing material has occurred this day.

George Nichols

Journal, in the Ship Active George

Date. 1802	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
<i>Decr</i> 28	S 62 ¹ / ₂ N	128	29.07 ¹ / ₂	29.19	41.39 E of Greenwich	<i>None</i>	28.25.	43.20.	<i>By</i> 24.43
29	S 60 ¹ / ₂ N	129	30.23.	30.2 ¹ / ₂	39.29	"	29.35. 30.16. " "	41.00. <i>by</i> 40.5 <i>cl</i> " <i>by</i>	26.25 26.33 27.14
30	S 64 ¹ / ₂ N	53	30.45.	30.58	38.33		30.30. 30.50.	39.10. <i>by</i> 38.45. <i>by</i>	27.34 27.45 27.43
31	S 60 ¹ / ₂ N	105.	31.34	31.34	36.39		31.25.	37.00 <i>by</i>	27.59
<i>1803</i> <i>Janry</i> 1	S 62 ¹ / ₂ N	114	32.26.	32.16	34.39	36.30 E	31.45.	38.4.3	28.24 27.40
2	S 61 ¹ / ₂ N	195.	33.51	33.54	33.07 <i>corrected</i>	<i>None</i>	"	"	"
3	S 78 ¹ / ₂ N	107.	34.17.	34.15.	31.00.	"	"	"	"
4	S 72 ¹ / ₂ N	126	34.54	34.59	28.33	"	"	"	"
5	S 59 ¹ / ₂ N	72	35.36	<i>None</i>	27.17	"	35.05.	27.55	<i>By</i> 23.48
6	N 19 ¹ / ₂ E	43.	34.55	"	27.34	"	"	"	"
7	<i>North</i>	27	34.28	35.26	27.34	"	"	"	"

Nichols Master, from the Isle of France towards the Cape of Good Hope.

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE
SE
SE
All this 24 hours Gentle Gale and clear, pleasant weather
Experienced a Southerly Current of 12 this Day.

SE
SE
SE
Moderate breezes and very pleasant weather all this 24 hours
experienced, a Southerly Current of 14 miles this day, which I follow
I have set as much to the Westward by a 14th course.

SE
SE
SE
Light breezes and clear pleasant weather the first and
middle part of this 24 hours. Ends with Calms, and light
breeze from the SE experienced a Southerly current this day
as I am not certain how it sets. I do not allow for it.

SE
SE
SE
Moderate breezes and very pleasant weather the more
pleasant weather part of this day.

SE
SE
SE
Gentle Gale and pleasant, the first and middle part of
this 24 hours. Ends with brisk breezes and hazy weather
the 24 hours taken this day. I presume are accurate, but I have allowed
for currents which I expect is the reason of the difference from those last day.

SE
SE
SE
Brisk Gale and hazy weather all this 24 hours
Saw several Albatrosses, Blackbirds, Boobies.
Nothing remarkable has transpired this day.

SE
SE
SE
This 24 hours commences with gentle Gale and hazy weather
at about 6 AM the wind veers to the SE. Sharp lightning at the 12th hour.
Middle part, brisk Gale and passing clouds. Ends with Moderate
cloudy weather.

SE
SE
SE
Brisk breezes and hazy cloudy weather the most of
this 24 hours. Ends with Drizzling squally weather.
Nothing remarkable has occurred this day.

SE
SE
SE
Moderate breezes and variable the first and middle part of this
Day. Ends with fresh Gale and squally
weather.

SE
SE
SE
Hard Gale and squally weather, and a very high Sea
all this 24 hours. Laying too under a press. Saw sail the
North part of this day.

SE
SE
SE
The first part of this 24 hours, fresh Gale and squally a high Sea.
Middle part, gentle breezes and a very rough Sea.
Ends with calm clear weather & great quantity of Duff in the Water.
Experienced 58° Southerly current since my last observation.

George, Nichols

Journal, in the Ship Active George

[illegible]

Nechols Master, from the *Isle of France* towards the *Cape of G. Hope*

Winds. Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SSW
SSW
Light air and clear pleasant weather, the most part of this day
apparently there has been a very strong current
the latter part, the water very much discoloured. saw several flocks
at 12 M. saw several birds ground, 90 fath. compass to be 3° to the E. of G. Agullis

SSW
E. N. E.
Calm
SSW
Commenced with moderate clear weather, at 8 M. sounded
hard ground in 59 fath. bottom Sand & shells. Middle part light air and clear
at 8 and saw the Land. At 12 M. the easternmost Land is sighted to the S. E. E.
and the most N. W. dist. off shore 5 Leagues nearly abreast of the Bay of St. Paul

N. by E.
SSW
Calm
S. E.
Commenced with moderate pleasant weather, at 11 M. sounded in 40 fath.
Brown Sand. Middle part Calm & clear. At 8 A.M. a Ship in sight under
American Colours. Ends with light breeze and pleasant weather
heavy over the Land which can scarcely be seen.

S. E.
S. E.
SSW
SSW
The first and Middle part of this day, Moderate & stormy weather
the Land between Cap. Infantes & Cap. Agullis, in sight, but not
distinctly. Ends with gentle Gale & clear weather. At 12 M. the
Greenness known to the N. W. and the East most Land in sight to the E. W.

West
SSW
SSW
The most part of this 24 hours gentle Gale and pleasant & serene
a. w. the latter part of this day, it has apparently set us much
to the Westward. At 12 M. the Cape of G. Hope to the S. E. dist. 3 1/2 or 4 Le.

At 7 1/2 M. of the 13th. Sailed Green point and at 9 M. came to an
Anchor in Table Bay, in 4 fath. water.

George Nichols' Journal, in the Ship Active, George

Date. 1803	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
June 19	N 36° W	23	33. 23 S.	33. 24	17. 29 E. of Greenwich	Surw			
20	N 33° W	178	31. 39	31. 30	14. 40	"	32. 10.	15. 15 ¹⁰ 25. 25	25. 53 25. 25
21	N 42° W	159	29. 32	29. 32	12. 37	" "	31. 0	13. 56 ¹⁰ 13. 56	23. 17 23. 16
22	N 36° W	179	27. 13	27. 13	10. 28	"	27. 50	11. 00 am	24. 3
23	N 55° W	104	25. 22	25. 22	7. 31	"			
24	N 54° W	203	23. 24	None	4. 31	"			
25	N 55° W	103	21. 34	21. 35	1. 40 E.	"			
26	N 45° W	140	19. 56	19. 55	10. 06 ¹⁰ of Greenwich	"			
27	N 39° W	116	18. 25	18. 13	1. 24	"			
28	N 46° W	115	16. 54	16. 55	2. 50	"			
29	N 67° E of the line	30	15. 44	15. 42	5. 28 ¹⁰ in effect corrected	"	16. 50	4. 00 ¹⁰ corrected	10. 09 10. 10

Nichols Master, from the Cape of Good Hope towards St. Helena

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE
South
SW
At 4 AM, sail from Table Bay, with a fresh breeze from the SE.
At 7 AM, Robin I. and S.W. dist. 3 or 4 miles. At 8 AM, the Table Mountain
bore SE by S. dist. 11 or 12 L. I now take my departure allowing myself to be
in Lat. 33° 36' S. & Long. 17° 52' E. of Greenwich Id. bound for England.

SW
SW
SW
The most part of this 24 hours, brisk Gales and pleasant
weather. Experienced a Northerly Current of 6' this day.

SW
SW
Gentle Gales and very pleasant weather all this
day. Experienced 20' Northerly current
this 24 hours. Which I allow to have been in N.W. 1 hour & 1/2 hours.

SW
South
SE
The most part of this day brisk breezes and passing clouds.
Nothing remarkable has occurred this day.

South
SE
This 24 hours for the most part, brisk Gales and cloudy
weather.

SE
SE
Brisk Gales and cloudy weather, and a high Sea,
all this 24 hours.

SE
The most part of this 24 hours, brisk Gales and
cloudy weather, and a rough Sea.
Ends with moderate pleasant weather.

SE
SE
Gentle Gales and cloudy weather the most part of this
24 hours. Nothing material has transpired this day.

SE
SE
At this 24 hours moderate breezes and passing clouds. The
weather tolerable pleasant.

SE
East
SE
This 24 hours for the most part, moderate breezes and
cloudy weather. no remarkable occurrence this day.

SE
SE
South
SE
Moderate breezes and passing clouds, the most part of this day
at about 30 past Meridian saw Bur. of St. Helena bearing
W.S. dist. 10 leagues from which I allowed fresh departure, at being 5.55

George. Richards

Journal, in the Ship Active. George

Date. 1803	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
June 30	N 52° W	137	15. 16' S	14. 20' S.	7. 18 W.	done	St Helena in distant land St. H. 11. or 12 h		
31	N 52° W	155	12. 45	12. 44	9. 24		13. 55	7. 31 am	18. 19
July 1	N 51° W	145	11. 13	None	11. 20				
2	N 45° W	123	9. 46	9. 38	12. 49				
3	N 47° W	135	8. 05	8. 1	14. 28		9. 15 8. 22	13. 15. 00 14. 5. 00	15. 10 14. 30
4	N 47° W	81	6. 55	6. 51	15. 22				
5	N 45° W	126	5. 22	5. 17	16. 52		5. 40	16. 30 am	13. 14 13. 38
6	N 35° W	115	3. 43	3. 40	17. 59		4. 55	17. 10 am	13. 46
7	N 35° W	137	1. 48	1. 48. 8	19. 16		3. 15 2. 15	18. 20. 00 19. 00. 00	13. 40 13. 26 13. 27
8	N 34° W	115	00. 13 S	none	20. 24				
9	N 30° W	129	1. 38 A	1. 38 A	21. 28				

Journal Master, from the *S. of St Helena* towards the *Cape Verde Islands*

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE 10 E

SE 10 E

Gentle gales and passing clouds the most of this 24 hours
At 6.30 AM. the S. of St Helena bore Sth dist. 11 or 12 leagues at same
time had a good angle of the O. which made the Variation as 11° 15'

SE 3 E

SE 3 E

All this day gentle breeze and pleasant weather
accompanied by a great many flying Fishes

SE

SE 10 E

Gentle breeze and cloudy weather the most part
of this 24 hours. Nothing remarkable has occurred this day.

SE

This 24 hours for the most part Moderate breeze
and pleasant weather

SE

SE 10 E

Moderate breeze and pleasant weather all this 24 hours
At 10 AM. saw the S. of St Helena bearing N 10° W dist. 10 or 11 leagues
At 12. M. the body of the S. bore N 10° W dist. abt 8 leagues

SE

SE 10 E

The most of this 24 hours moderate breeze and pleasant
accompanied by a great many birds. At 6 PM the body of the
Island of St Helena bore S 10° E dist. 3 miles

SE 10 E

SE 10 E

Moderate breeze and passing clouds all this day
nothing remarkable has occurred

SE

SE 10 E

All this 24 hours moderate breeze and pleasant weather
and a smooth sea

SE

SE 10 E

Gentle gales and pleasant weather all this day
Having experienced a Northerly current of 15. I allow it to
have set. At M. judging from experience and former voyages

SE

SE 10 E

SE 10 E

Moderate pleasant weather the first and middle part of
this day. Ends with moderate squally weather
apparently the SE Trades is about leaving us

SE 10 E

SE 10 E

Moderate pleasant weather all this 24 hours
Experienced a Northerly current of 31 miles since last observed
I allow it to have set At M. 33.

George Nichols' Journal, in the Ship Active George

Date. 1803	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
Sept 7	N 32° E	108	03. 10. 12	3. 10. 12	22. 25. 11	none	1. 55. 12	21. 45. 12	12. 11
11	N 44° E	83	4. 13. 12	4. 13. 12	23. 25				
12	N 55° E	108	5. 15. 12	5. 22. 12 indifferent	24. 53				
13	N 60° E	132	7. 02	none	26. 18				
14	N 60° E	182	9. 22	9. 38 indifferent	28. 16				
15	N 32° E	157	11. 50.	11. 50	29. 42		10. 06	28. 46	11. 10 11. 20
16	N 34° E	156	13. 59	13. 59	31. 10				
17	N 26° 21' E	140	16. 02	16. 02	32. 22		15. 31	32. 54	4. 18
18	N 32° E	145	18. 05	18. 05	33. 42				
19	N 37° E	159	20. 12	20. 17 indifferent	35. 22				
20	N 27° E	138.	22. 20	22. 20	36. 24				

Nichols Master, from *Apension* towards *the Cape De Vents*

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
SE. E. N. E. N. E.	The first part of this day moderate pleasant weather. Squally. attended with Lightning & Rain. Ends with moderate pleasant weather. Experienced 32° northerly Current this day, which I allow to have set N. W. 36°
N. E. by N. N. E. by E.	This 24 hours for the most part moderate breezes and passing clouds. I have allowed for a Current 20° N. W. to make my Latitude correspond with the Observation.
E. N. E. to N. E.	This day commences with Squally weather. The middle and latter part, brisk Gales and cloudy.
E. N. E. N. E.	Strong breezes and cloudy, the most part of this day the Ship under Whole Sails. At Meridian saw a Sail a head steering to the North & West.
N. E. N. E. by E.	Fresh breezes and cloudy, attended with Squally and a rough sea, the most of the time under single reefed Tops Sails. I allow the Current to have set us 30° N. W. & since last 6 hours before the Vessel, seen yesterday, it was a Spanish bark, but could not
N. E. by E. E. N. E.	At this 24 hours. Strong breezes and passing clouds the Ship under double reefed Tops Sails, a very rough sea. I allow the Current to have set N. W. by 17°. I have never seen an instance of this kind in either of my former Voyages.
N. E. E. N. E.	Fresh breezes and passing clouds. I allowed all this day I have allowed 22° N. W. to make my Latitude agree with the Observation. My Observations frequently been proved to be right. I should impute the error to be in them, and for a Current I set as a top to account.
N. E. by E. E. N. E.	Strong gales and passing clouds, with some Squally and a rough sea. Continue to experience a Northerly as before mentioned, for which I have allowed 10° N. W. this day.
E. N. E. N. E. by E. N. E.	At this day brisk Gales and cloudy, a very rough confused Sea. I allow 20° N. W. this day, for the reasons above mentioned.
N. E. by E. E. N. E.	The most part of this 24 hours strong Gales and passing clouds, a rough sea. I have allowed for a Current 12° to the N. W.
E. N. E. N. E. by E. E. N. E.	Brisk Gales and passing clouds, some light Squally during this day, saw Gulf. Mecca for the first time. I have allowed 10° for a Current to the N. W.

George Nichol

Journal, in the Ship Active George

Date. 1803	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia.
21	N 1/2 E	140	24. 34	24. 34. 1/2	37. 12. 11	Done	24. 05	37. 10. 1/2	10. 23 10. 11
22	N 11° E	127	26. 36	26. 38	36. 46	"	"	"	"
23	N 23° E	115	28. 24	28. 27	35. 55	"	"	"	"
24	N 16° E	95	29. 58	29. 59	35. 25	"	"	"	"
25	N 6° E	103	31. 41	31. 36 indifferent	35. 13	"	30. 28	35. 20	15. 8 westerly
26	N 15° E	124	33. 36	33. 33 not very good	34. 35	"	"	"	"
27	N 23° E	130	35. 33	35. 32	33. 34	"	34. 03	34. 20	17. 21 true
28	N 27° E	136	37. 33	37. 33	32. 10	"	"	"	"
Main	N 36° E	112	39. 00	39. 01	30. 30 Corrected	"	"	"	"
2	N 61° E	30	39. 46	39. 26	29. 57	Flares bearing about 20 E. & p. true compass dist. all 13. or 14. 1/2			23. 36 24. 15
3	N 81° E	71	39. 31	39. 34	28. 26	"	39. 20 39. 26	24. 25 28. 45	22. 30 22. 47 22. 54

Nichols Master, from the Cape de Verde towards the West. Ind. to England

Winds.	Weather, Currents, Bearings of the Land, and Remarkable Occurrences.
East ENE East	The most part of this 24 hours Gentle gales and passing clouds. I have allowed for a Current of N.W. this day.
East ESE SENE	Gentle Gales and pleasant weather the most of this 24 hours. Saw a Bird during the Westward run.
SENE SE SSE	Moderate breezes and pleasant weather the most of this 24 hours. Continue to see a great deal of Gulf weed.
SSE SESE ESSE	All this day moderate breezes and pleasant weather and a smooth sea. Nothing remarkable has occurred latterly.
ESSE East ESE	Moderate breezes and cloudy weather the first & middle part of this day. Latter part Strong Gales and squally and a rough sea. Under snug sail.
SE SESE SE	Strong breezes attended with squalls and a rough sea during this 24 hours.
SESE ESE SE	At this 24 hours Fresh Gales and passing clouds, pleasant weather. We have discontinued seeing Gulf weed this day.
SE ESE SE	Strong breezes and squally weather all this 24 hours. Nothing remarkable has transpired this day.
SE + SESE	The first and middle parts of this. Gentle Gales and pleasant. At 5 am saw the S. of Flores bearing, S. by E. distant 14 leagues. At 12 m. saw the Fortune low N.W. and Corvo the middle part N.E. Moderate squally weather.
SE ENE ENE	Moderate breezes and pleasant, and most of the day calm. At 6 m. saw the S. extreme low N.W. and the North extreme N.W. Corvo low the middle of the S. N.W. at 6 m. saw the low at 12 m. noticed the Islands were in sight the bearings the same as
SE ESE SE	Commences with moderate cloudy weather. Middle and latter part moderate and pleasant, at 12 m. the beam of Lago low S.W. the other Islands in sight, viz. Fayal, S. Jorge, Graciosa and Terceira.

George Nichols' Journal, in the Ship Active George

Date. 1803	Courses.	Dist.	Latitude.		Longitude.		Variation.		
			Acc.	Obs.	Acc.	Obs.	Lat.	Long.	Varia
1	N 38° E	42	40-07	40-15 A	27-52 W	None	39-40	28-30. 1/2 m	23-26 W
5	N 55° W	130	41-32	41-40 insufficient	25-32				
6	N 71° E	65	42-15	41-58	24-10		41-50	25-00 26-40 25-11	
7	N 22° W	84	43-22	43-27	24-15				
8	N 65° E	62	43-00	43-03	22-58		43-30	24-00 27-45 27-30	
9	N 56° E	60	42-29	42-36	21-58				
10	N 61° E	75	42-10	42-02	20-19				
11	N 35° E	53	41-18	41-23	19-39				
12	N 29° W	81	42-35	42-32	20-35				
13	N 28° W	67	43-32	43-40	21-13				
14	N 80° E	61	43-30	43-26	19-50				

Nichols Master, from *the Azores*

towards, *Palmarillo*

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

SE
SE
SE
This day Commenced with moderate pleasant weather, from 5 to 11 AM
Calm. At 6 PM the peak of Oico End S.W.B. dist. 1st or 1² leagues.
Middle part squally rainy weather. Latter part moderate pleasant.

SE
SE
SE
The most part of this 24 hours Gentle Gale and cloudy
weather, saw a long string to the South & Eastward.

SE
SE
SE
This day, commenced with moderate pleasant weather -
Middle and latter part fresh Gale and a high sea -
the ship under, Close reefed Top Sails, Fore & Main courses &c.

SE & E
SE & E
East
The most part of this Day Fresh Gale and cloudy
weather and a high sea.

SE & E
East
SE
The first part of this day, moderate pleasant weather
Middle and latter part Fresh Gale, squally weather
and a high sea.

SE
SE & E
All this day Fresh Gale and squally weather
and a very high sea from the N.E.
Saw a long string to the S.E.

SE & E
SE & E
SE
Continue to have strong Gale and a high sea from
the N.E. during this 24 hours -
saw a ship steering to the Westward.

SE
SE & E
SE
This day, Fresh Gale, and a very high sea with hard
squalls from the N.E. at 8 PM, Rose too, and lay by until
9 AM, when I bore away dist. by the Wind.

East
SE & E
East
All this 24 hours strong breeze, attended with squalls
and a high sea, from the Eastward.

East
SE & E
SE
This day Commenced with strong Gale and cloudy weather
Middle and latter part moderate and squally, a rough
sea.

SE
SE & E
SE
The most part of this day strong Gale and cloudy
weather, attended with some squalls and a rough sea.

Nichols Master, from the Western Solomons towards Palenorth

Winds.

Weather, Currents, Bearings of the Land, and Remarkable Occurrences.

5th
6th
7th
8th

The first part of this 24 hours. Bristle Gales & passing clouds
Middle part moderate and cloudy
Ends with British Breezes and pleasant weather

9th
10th
11th

This day commenced with Bristle Gales and heavy weather
Middle part Squally
 Latter part moderate and cloudy.

12th
13th

The most part of this 24 hours Gentle Breezes
and pleasant weather, saw a Brig steering to the East
showing American colours

14th
15th
16th

This day commenced with moderate pleasant weather
Middle and latter part strong breezes and cloudy

17th
18th

The most part of this day. Fresh breezes and cloudy weather
saw several vessels steering to the Eastward
at 1 pm, sundown, had no ground with 90 fathoms line

At 12 in night had 82 fathoms line and saw black & yellow specks
at 1 am had 72 fathoms at 10 am had 58 fathoms, saw 8 am 20 fathoms
at 12 noon. I judged the Lizard to bear NE by true Compass 10 B. dist

This day commenced with British Gales and heavy weather
at 2 1/2 pm, saw the Lizard bearing NNE distance about 3 leagues
at 5 1/2. passed the Steady Rock, at 6 pm. took a Pilot.

At 6 1/2 pm, anchored in Palenorth Harbour, and 59 days
from leaving side of the Cape of Good Hope.

As I consider a continuation of the Journal of my
Voyage would be both unnecessary and improper to be
inserted in this. I shall therefore conclude at this
place.


Remarks, upon a Voyage, from Salem, to Manilla, via
Sumatra, in the Ship Active, under my command.

Saturday 12th December. 1801. sailed from Salem, with a fine breeze from the Westw^d. bound for Amcat. on the West coast Sumatra continued to have strong gales from the Westw^d the first 10 Days, in which time I reach^d the Lat^d 23° N. & Long. 34° W. of London, when I took the wind from the Southw^d & had fresh breezes between S. S. W. & S. E. 13 or 14 days, which retarded my progress. Nothing material has occurred since leaving Salem excepting that of seeing several Vessels, steering to the Westw^d one of which appeared to have been disabled in her Spars.

On the 9th of January. 1802. met the N. E. Trade Winds in Lat^d 22° 30' N. & Long 31° W. & had strong breezes from N. E. to East to the Lat^d of 3° N when the wind became more moderate and variable, from thence to 3° N attended with Rain, when I met the S. E. trades at first the wind was from South to S. E. & unusual moderate attended, with squally Rainy weather, and as I advanced to the Southw^d the wind veer'd more to Eastw^d and stronger breezes, on the 23^d of January I cross'd the Equator in Longth 31° W. Several observations 22° 45' W of London pass'd about 5½ to the Eastw^d of Cape St Augustine & 2 to the Westw^d of Trinidad. I continued to have the wind from the Southw^d & Eastward to the Lat^d 34° S. being then in Long. 32° W. after that had most of the time brisk breezes and pleasant weather, to the Island of Tristan da Cunha which I saw the 14th February. there are three Islands lying within a few leagues of each other, the largest of which is Tristan da Cunha this Isl^d is about 5 leagues circumference and very high. I have seen it very distinctly between 80 or 90 miles.

my East India Directory describes it as being very barren, its Shore abounding with Seals, & Sea Lions & its coast with fish, but the Wind prevented me from getting any of these Luxuries its Lat. is laid down $37^{\circ} 7' S$. which I consider as being very accurate, having had a good Observations near it, its Longitude is laid down $13^{\circ} 20' W$. of Greenwich by several good Observations taken from the OD 13 day, previous to my seeing the Island I made it lay 5 leagues further to the Eastward which difference, may be owing to some trifling Error in taking the Observations or in my computed run since.

The other two Islands are call'd; the one Nightingale, & the other Inaccessible Islands, the former is the Southern. it lies about SW dist. 5 or 7 leagues from Tristan da Cunha. and the latter about SW dist 5 or 6 leagues these Islands are much smaller than Tristan da Cunha. By my charts there does not appear to be any Shoals lying off them. I pass'd about 4 leagues to the Northward of them, and did not see any Shoals or breakers, in coming up with those Islands from the Westward. the only appearances I had of being near them was an unusual Number of Albatrosses, and a great many Birds, much like the hawks in the Atlantic Ocean, after seeing them, saw a great many of the above description & likewise a great Deal of Kelp which I continued to see more than 10 leagues to the Eastward of the Islands, but did not see any Kelp more than 6 or 10 leagues to Westward of them, from these Islands to the Cape of Good Hope. had most of the time moderate calm Weather. I kept between the Lat. $37^{\circ} 30' & 38^{\circ}$ where I had reason to expect strong Westerly Winds. the disappointment of which oblig'd me to put into the Cape of Good Hope to replenish my water, & get refreshments.

March 6th Saw the land about 15 leagues to the Eastward of Cape Agulhas. 

I expected to have fell in to the Westward of this Cape as I im-
 agin'd the Current would have set the Ship to the Westward
 which was not the case. the Coast to the Eastward of Cape Agui-
 -llis was not remarkable for any particular hills or Moun-
 -tains the Back land is mountainous. but the Coast is very
 low & cannot be seen more than 5 or 6 leagues from a Ships
 Deck as the Bank & also the Coast between Cape Aguilles &
 Table Bay is well described in the E.I. Directory any remarks
 of mine will be useless. Respecting the Variation, I can observe
 that I consider. that it is very erroneously laid down; by Repeat-
 -ed good Observations I have always found it to be several degrees
 more than the Directory mentioned, about Cape Aguilles.
 March 8th I arriv'd in Table Bay. from a tedious passage
 of 85 days from Salem. this place being so universally known
 I consider it unnecessary to describe it. Having obtained my nec-
 -essary supplies. (Sailed again on the 12th of 1st Month. Provisions
 & every Necessary of Life was extremely dear. which I was in-
 -form'd has only been the case since it has been in posses-
 -sion of the English. there appeared to be very little busin-
 -ess owing to the Great restraints by Government, specie
 is very scarce. and not allow'd to be taken from the colony;
 and there is not an article of Merchandise which will answer
 to carry to any other Port. without loss, there is not any other
 way of bringing away property from this place than in
 Bills of Exchange. which have lately been from 15 to 20 p^{er} cent
 above Par & from 6 to 10 p^{er} cent less even in the English Ports in
 India. the currency of this place is Rix Dollars. Shillings & Pence 6
 are a Shilling & 8 Shillings a Rix Dollar the only money in circulation
 is paper and a copper coin. Every thing is weigh'd by Dutch ~~weight~~
 -~~the~~ ~~by Dutch~~ weights. After leaving Table Bay. had favourable winds
 in getting to the Southward from Experience. I am convinc'd that
 the Best Track for running to the Eastward in the Summer
 season is between the parallels of 38° & 40°.

I proceed to the Southward without endeavoring to make much
 Easting, until I was in Lat. 38 from thence to the Islands of St.
 Pauls. & Amsterdam; had most of the time strong breezes from the
 Westward. On the 21st day from leaving Table Bay, saw the Ist^d of
 St. Pauls without having any thing remarkable occur during
 this passage; as I have describ'd this Island in my Voyage the l-
 -ast Year, I shall not repeat It further than at this time how-
 - in a pleasant Weather, I caught as many fish as I wanted from
 the Western side of the Island, about 1/2 mile from the Shore
 which were of the same kind as those caught last Year, Ift-
 -wards in sailing by the Island, I discovered several Tents or
 houses on the N.E. part; being then abreast of the landing place,
 I took my second mate & 3 Seamen in the Boat & went on Shore,
 I went in abreast of the Tents and found as safe a landing as at
 any wharf in Salem, in a small Bay shelter'd by the Rocks with-
 - out from the Sea; this is said to be the only safe landing pl-
 -ace on the Island; I immediately set my people to kill & skin
 seals, which we did not find so plenty as they were at the time
 I was here with Capt. Swete in 1796, Still I imagine several hun-
 - dreds might be killed in a day; they would weigh from 1 to 2
 hundred pounds; they were fierce when attacked, At first my
 people were afraid to go near them, but as these animals are
 very inactive, when on the land, there is not the least risk
 of them, & a small blow on the head will stun them, I
 sent my second mate to the tents, which were about 100 yds
 from the Shore; he inform'd me that there were 4 of them
 30 to 50 feet in length fram'd with small timbers, and that-
 - ch'd with coarse Grass with which the Island is covered,
 in one of which was a quantity stores, viz. Firce of Rice, a back
 of Mottaper, & sundry other articles; together with many cook-
 - ing & Carpenters, Utensils, 10 or 12 hogs & pigs, & a great number
 of fowls, all in good condition.

he further observed that in one of the tents was a Letter men-
 -tioning that these Buildings were erected by Persons employ'd
 by Mr Perkins of Boston in a Sealing Voyage, and that the
 Articles beforementioned were left by the Ship Thos Russell of
 Boston, having had bad weather at the time they left he-
 -re, & unable to take them off; Should the ^{Hogs} ^{Food} remain un-
 -dersted 2 or 3 Years there is but little doubt of their Stocking
 the Island sufficient to supply the wants of Future Navi-
 -tors, that may Stop here, Having an ample Supply of eve-
 -ry Necessary I did not suffer the least article to be taken
 away. After remaining on Shore about half an hour & Skin'd
 12 Seals, took them in the boat together with 7 Unskin'd and
 came on board, & immediately made Sail & Steer'd to the
 Northw^d, (after leaving the Island had a very unusual ap-
 -ear of calm flattering weather together with head winds,
 until I met the S. E trade winds, which was in Lat^t.
 31° being then in long^t 87° 30' E. of London) previous to meet-
 -ing the Trade winds on the 13th of April. had a great num-
 -ber of Black fish round the Ship. With a Musket, I shot 5 of them
 with ball, at the same Number of fires one of which died in a
 few minutes, Lower'd down the Boat & tow'd it along side, but was
 oblig'd to cut in two to hoist it in, which I judg'd might weigh
 13 or 14 hund weight, its length was from 12 to 13 feet & excepting
 the head (which was not peaked) it very much resembled a
 porpoise, It produced 30 Gallons of excellent oil, From the
 Lat^t. 31 to 8 S. had a usual Trade wind, and from thence
 to the Equator, which I pass'd in longitude 95° E. had most of
 the time calm flattering Weather & a strong southerly current
 setting sometimes to the S. S. W. S. W. & S. and at other times to
 the N. S. E. & S. E. from 12 to 30 miles in 24 hours, by the Lu-
 -mer Observations, it set us about 2° to the Eastw^d in 10 days.

~~Landed~~ ~~days~~ From the Equator. I steer'd for Hog Island which
 I saw on the 9th of May. This Island is between 15 & 16 Leagues in
 Length, of a Moderate height, it is very broken Land, & highest
 in the Middle, covered with Trees; in coasting along the Western
 Side: there appeared to be a great Number of breakers some of
 which lay a considerable distance, particularly from the
 Western extreme, where by my charts there is a Shoal lying 8
 or 9 miles off: but they did not appear to me to lay more
 than 4 or 5 miles from the Shore. There did not appear to be
 any other Breakers more than a mile off. I had a very clear
 view of this Coast. I kept from 2½ to 3½ leagues off the
 Shore. had a pleasant breeze from the Westw^d.
 I pass'd between this Island and the Cocoes, which was
 very erroneously laid down in my charts, which place
 them V.E. distance 6 or 7 leagues from the North extreme
 of Hog Island, instead of which they lay Nearly West
 from the said extreme, the distance I judg'd to be about
 6 leagues; my Port of destination Mucat not being
 describ'd in any of my Books, and its Latitude given
 by Several Persons not corresponding nearer than 12
 miles embarrass'd me very much & was oblig'd to proceed
 with great caution, The Charts which I have are English
 and the latest extant, still the Coast about Mucat is
 very badly laid down, & the winds & Weather not better
 describ'd in the E.I Directory, After several days of anxiety
 and Fatigue, came to anchor at Mucat May 14th 1802, dur-
 ing this time of being on this Coast previous to my arriv-
 -ival, had most of the time light air from the Southw^d
 and some of the time calm & rain, I experienced but
 very little Current & what there was set to the Northw^d,
 Mucat I consider to be in the Lat 3° 24' N. I never had
 an opportunity to ascertain its exact situation but from
 my observations & its distance from Tampetoon which is
 in 3° 12', ~~ed on~~

I am

I am induced to consider the Lake as before mentioned. The harbour which is very small is about $\frac{1}{2}$ mile deep & $\frac{1}{4}$ mile wide. at the Entrance you may anchor in 10 fathoms water, & be sheltered from any winds blowing from N.W. to S.W. the ground is naturally good for holding, but the great quantities of Ballast hove over from the Shipping, has very much injured it which makes it necessary to have your cables buoy'd to prevent them from being chafed off. 6 or 8 Ships might lie at this place with safety. The Shore is coral excepting a small place from whence the Pepper is taken off, which is a Sand Beach, upon which there is always a Surf, but not to prevent boats from landing or taking off Pepper, This is said to be the most convenient place to take on board a cargo of any on this coast. During the time of my being here which was from the 15th May to the 6th of June, I had regular land & Sea Breezes, & most of the time pleasant weather, once in 2 or 3 days had a Squall from the Northward & Westward which lasted about an hour and sometimes blew very fresh; excepting those squalls I never had a 5 knot breeze whilst I lay there, the only article produced for exportation is Pepper which is about 10.000 Picols annually. Still there has been more than double that quantity exported this Season, there are several Places in the vicinity which bring them Pepper to this Port, when there is any Vessels to Purchase it this & Lambarage which is but 5 or 6 miles to the Northward & the only safe convenient Ports on this Coast to load at. Respecting the Natives, I always found them to be very friendly, it is dangerous to irritate; & to Permit many of them to be on Board of your Vessel at a time, they always have their knives with them, & there has been instances of their taking Vessels. —

and I imagine they are always willing to take advantage of a good opportunity to do a like act. Still there is not the least risk to go among them on shore, and not irritate them, They are naturally a very lazy indolent people, dirty in their persons & scarcely any uniformity in their dress; on their heads they wear a handkerchief, done up a little like a Turban, and about their loins several yards of cloth which reaches a little below their knees, which is their only dress, Respecting their Government or laws I know but little of, at Mucat there are two Dato or chiefs who appear to be the only Ruling Men among them, and apparently all Business is regulated by them, from those Persons you purchase your Pepper. There were several Persons there who could speak & understand a little of the English language, and that of the Malays is very easy to acquire, the Population of this Place, is difficult for Strangers to know, I imagined there might be from 2 to 3 Thousand Persons of Every Description, composed of Malays & Chinese there is nothing materially different in their Persons or dress except the latter shave their heads, and the former do not. They are of the Mahometan Religion, but not very Superstitious, excepting in the food, of which they are very much so, there are two crops of Pepper produced annually upon this Coast the first and Best crop is gathered in February and March, the Pepper obtained in this latter month is generally much better than it would be in February. the second crop is gathered in October which is light & of an inferior quality, Having obtained my cargo I sailed from this place bound for Manila on the 6th June had light land & Sea Breezes, and apparently very little Current Between this place and Asheen head. The land from Mucat to Cape Felix is high and very broken the Mountains come near the Sea, Cape Felix & likewise the Sea Coast 10 or 12 leagues to the Northward is low level land.

But in the Interior parts of the Island is a high chain of Mountains stretching from Ashein head to the Southward of Macat. On the 10th I enter'd the Straits of Malacca, passing between Paolo Way & Paolo Ronda. This passage appear'd to be very dear & I believe is the usual rout, From thence I steer'd for Diamond point, which for the distance was the most tedious passage I ever went. The light Southerly winds and Calms together with a strong Current setting to the Westward prevented me from passing it until the 15th and had it not been for the Westerly Squalls which came over almost every day. I do not think I should have reach'd this place in double the time. These squalls generally come over in the evening from N.W. to W.N.W. they appeared very Black in rising and often blew extremely hard. lasting from 1 to 2 hours. the Currents between the Islands above mentioned & Diamond point set to the N.W. & W.N.W. affecting my course from 25 to 35 miles in 24 hours, I kept from 8 to 10 miles off the land most of the time. The coast from Ashein head nearly to the point above mentioned is very high but the Point itself & the land near it is very low, & excepting a few Mountains back the land is very low to the Arroas. In my run to these Islands, I experienc'd but little or no Current, and the Winds much more favourable to my course than they had been, my Directory mentions of their being regular tides setting to the S.E. & N.W. which I believe to be the case. I pass'd between Vanella & Paolo Jara the common Rout appear'd to be between the same Is.^{ds} & Sumatra, but I found this to be a clear passage. & had a quick Run to the Arroas, as these Islands, soundings, &c are well describ'd in the India Pilot. it is unnecessary. it is unnecessary for me to observe respecting them. I shall not pretend to describe the remainder of my passage through these Straights. further than some few accidents which occur'd. excepting that I proceeded agreeable to the advice of former Navigators as quoted in my Directory together with my charts, It is very necessary to proceed with

Caution in these Straights the currents are very strong and
 irregular in their course, several times I found myself out
 of the usual track & expos'd to dangers in the Night in such cas-
 -as it is necessary to anchor, which may be ascertained by leaving
 the lead often. The Channel from Malacca and the Straits of Singapore
 is narrow, and a little time with a southerly current will set
 a ship over towards the Sumatra Coast which is full of Shoals;
 besides it appears to be badly explor'd as it is not frequented. All
 ships keep the Malay Coast on board, and even there I did not
 find the Soundings satisfactorily laid down, particularly abo-
 -out Pulo Pisang. During my passage through these Straits and
 that of Singapore nothing material occur'd. The Tides are very
 strong particularly in these latter Straits, which I found to
 set 4 miles & more. The winds and weather are describ'd in this
 Journal. through these Straights I consider to be the most exp-
 -editious route a ship can go to the China Sea from any Port
 in India to the Northward of the Equator, provided they are not ^{more} ear-
 -ly than the Month of May. but in April I would prefer going
 through the Straights of Sunda, working down the Coast of Sumatra,
 the Navigation is doubtless much clearer, and small vessels are not
 so much expos'd to the attacks of the Natives, in these latter
 Straits, they have large Proas, and many of them well arm'd,
 and should they make an attack upon a small vessel not
 well prepar'd, there is a probability she would be taken, there
 are frequent instances of this kind I saw several of those Pirates in
 the Straits of Singapore, I should not have been safe from their
 attacks had I not been in company with a large ship. through
 the Straights of Singapore to Point Romanina, which I pass'd on the
 28th June. I steer'd as usual for Pulo More & Timon from the
 former I pass'd at the distance of 5 or 6 leagues, from thence
 I intended to pass in sight of Pulo Condore, When Pulo Timon
 bore N.W. dist 10 leagues. I steer'd N.B.E. dist. 35 leagues, &
 from thence N.E. which courses by my Charts & Directory
 had ought to have carried me several leagues to Westward
 of Pulo Condore. ~ ~

instead of which I saw in Steering N.N.E. Pools Sapata, bearing
 N.E. distance 6 or 7 leagues. at the same time saw the great Cat-
 wick, Had a light breeze from the Southw^d. and a strong current
 setting to the N.E. which notwithstanding every exertion drew
 me down very fast toward the Island, being within one mile
 of it, and seeing no alternative, hove the Ship too & let her drive
 with the current; kept a good look out, & stood ready to let go an
 anchor in case of coming into Shoal Water; sounded often but
 had no ground at the distance of $\frac{1}{2}$ mile off the Island. fortunately
 the current was setting directly through between the Island and
 the dangerous Shoals lying to the Southw^d and Eastw^d of it, and
 the situation of the Ship was very favourable to go clear, my
 anxiety was much greater on account of its being dark; at Sunset
 I was within 2 or 3 Miles of the Island at the same time saw the
 Shoals above mentioned. distance from me about one mile. this
 Shoal lay from the Isl^d nearly S.E. distance from 3 to 4
 Miles. the Sea being extremely smooth, the Shoal did not break
 but very little, but am well convinced that I saw the Rocks above
 Water. the length of this Shoal appeared to me to be about $\frac{1}{2}$ mile.
 there appeared to be a clear channel of near 2 Miles between
 this Shoal and the Island. and should I ever fall in with
 this Island again in a like situation. I would proceed direc-
 tly through this Channel keeping within one mile of the Island.
 at which distance I came through at this time; the current
 was setting N.E. from $2\frac{1}{2}$ to 3 Miles & hour which soon carried
 me out clear the Islands and Shoals to the Northw^d & Westward
 of Pools Sapata. I was not near enough to have a distinct view
 of, particularly the latter. my India Pilot mentioned. that
 after passing 40 leagues to the Northw^d & Eastw^d of Pools Simon.
 there was not any current all through the China Seas, particularly
 about Pools Sapata, excepting about the changing of the Monsoon,
 which infamous directions, was the reason of my being deceived
 I never had less than 20 miles current in 24 hours, since being
 in these Seas.

and near Pools Sapata from two to 3 knots an hour, In moderate weather, I would never come nearer than 6 leagues of this Island. after getting an offering I steer'd N.E. to the Lat. $12^{\circ} 25'$ and from thence directed my course for Goat Island. From Pools Sapata to the Lat. above mention'd had moderate clear pleasant weather, and one or 2 days a Northerly Current of 10 or 12 Miles. and at other times apparently ~~at all times~~ not any. continued to have this kind of weather to the day previous to my seeing the Land when the weather became Squally, and assumed an unpleasant appearance. the night being very dark. I lay by several hours although I was more than 60 leagues from the land, by my chart, and directions. At Day light bore away the weather still thick & raining & blowing fresh. at 9 (Am.) saw the land, the 11th July, at first I supposed it to be Goat Island shortly saw the land bearing from E. N. E. to N. N. E. distance off about 4 or 5 leagues. which convinced me that the first which I saw was Mindoro, the North part. & the latter Luban. halted upon a wind & fortunately weather'd Goat Island about $1\frac{1}{2}$ or 2 miles from the breakers. The weather continuing bad. I did not think it prudent to go into port that Night. I stood off & on until day light, at which time the wind had increased to a severe Gale, from the Westw^d. bore away and at 9 (Am.) I pass'd between the Haycock, and the Corrigadone, and was bound by the light as is usual from this latter Island, after a short detention they permitted me to proceed, and at 5 Am. of the 12th (next time) came to anchor in Cavite Harbour in 3 fathoms water, As the situation of Manila, and likewise every useful information respecting it must be better known by several Persons in the Society than would be in my power to communicate. I shall make, but few remarks of this place. Its Commerce during the late war in Europe has been extensive with Foreigners; but the Peace has much changed it. ~ ~

at present the Philippine Company ingross, & Ship home the principle part of the Produce of these Islands which will answer for the European Markets. and will doubtless continue to do so during the Peace. Formerly several bargoes of European Goods, of different descriptions, were brought to this place by Foreigners, and in general paid a handsome freight, but since the Peace, the Number of French, English, Danish & American Vessels, which arrived whilst I was there, brot bargoes to supply their wants, for several Years, of almost every article, and the prices which were obtain'd, in many Instances, less than their cost in Europe. It will be usefull in my opinion for Foreigners to visit Manila to sell or purchase a Cargo during the peace, the Company's Vessels will supply the market with European ~~Articles~~ much cheaper than the Americans can do it.

Respecting the Navigation about the South part of Luzon and Manila Bay. I consider it as being very good. In the S.W. monsoon, there are frequent hard gales of wind from S.W. to W. and in general thick Rainy weather & a high Sea. In such cases I would not run for the Land, the Coast is bold, & no Soundings at any distance off. The Passage to this place is well describ'd in the India Directory, excepting in the distance from Pulo Sapata to Goat Is^l the difference of Longitude is describ'd as being $11^{\circ} 30'$ between these Islands it is mention'd that there is not any current, after the monsoons have set in, which advice I intended to adhere to, in my passage to this place; by the means of which I was near losing my Ship as before observ'd. every attention was paid to the going of the Ship, and when Goat Island bore E. dist 5 or 6 miles. I had made, no more than $8^{\circ} 54'$ Meridian dist. from Pulo Sapata.

I was inform'd by the Capt^s of several American Vessels At Manila, that they made not more than from 9° to $9^{\circ}30'$ Meridian distance ^{or} Account, but by their Chrometers and Lunars observations, the difference of Longitude between these Is^{ls} is from $11^{\circ}30'$ to $11^{\circ}45'$, the former I had not any, & I did not not have an opportunity to prove it by the Letter. On my return I made 9° difference of Longitude from Goat Island, and pass'd from 8 to 12 leagues to the Eastward of Pools Sapata. It is not a little Surprising to me that the Directory should be so erroneous in observing that throughout the China Sea, that there is but little or not any current, I am certain, that I never had less than from 20 to 30 miles Current in 24 hours, during the time of being in those Seas, On my outward passage, from Pools Condore, to the Island of Luconia, it set nearly East, and to the Westward on my return. The passage from Goat Island to the Bay of Manila is perfectly clear of Shoals, the common Passage with a leading wind is to the Northward of the Corrigadore Is^l, you may go either side of the Key Cocks, Within half a cables length of it is a small Island or rock lying about west from the Corrigadore, distance 2 or $2\frac{1}{2}$ miles. I have pass'd both to the Northward & Southward of it, at the distance above mentioned and did not see any Shoals or breakers 20 yards off, excepting St Nicholas Bank which is well describ'd in the Charts & Directory, The passage is clear from the Corrigadore to Cavite, Having nothing further to observe Respecting Manila. I shall note some remarks respecting my return passage, Having completed my business. I sail'd from this place 12th Nov. (or the Manila Calendar) (and the 13th or that of Europe,) with a fresh breeze from the Northward and Eastward which continued, until I pass'd Pools Aore most of the time had thick hazy weather & a high Sea. as I return'd ^{or} the same Rout which I went it is unnecessary to describe it Particularly. &

on the 19th Nov. at 8 P.M. had Soundings in 20 fathoms water near Poole Condore judging the Island (which was hid by thick weather) to bear about N.E. W. distance from 6 to 8 leagues, bore away S.B. W. for Poole Aore. From Goat Island to Poole Condore I experienced a westerly current of about 45 leagues. On the 21st saw Poole Aore. & from thence steered to pass in sight of Poole Loty, between Poole Condore & Poole Aore, the current set S.B. W. 30 miles in 24 hours, after passing this latter Island, had variable winds & thick weather, which prevented me from seeing Poole Loty, I therefore directed my course for the North part of Banca, intending to go through the Straights of Gaspar which I entered on the 24th. From Poole Aore to these Straights the current set S. S.E. $1\frac{1}{2}$ mile & hour, Gaspar Is^l which is of a moderate height may be seen 10 or 12 leagues in clear weather, the North & West Sides appeared to be free from Shoals, I passed about midway between this Island & Foxe Rock, which has a very remarkable appearance, in coming from the Northwth making like a vessel under sail, it is very small and has several large Trees upon it. Having a scant wind I was oblig'd to pass nearer Middle Is^l than I intended, not more than a mile off, there appeared to be high breakers, on the North & West Sides of this Island. from the former the breakers appear'd to extend off $1\frac{1}{2}$ miles, but not more than half a mile from the latter, Middle & Salt Is^{ls} are of a Moderate height, and quite covered with Trees, I should always prefer going through the Straights to that of Banca on account of their being much shorter, and less expos'd to calms, and excepting you should fall in with these Straights in the night, you will have no occasion to anchor; it being but a few hours run through with a moderate breeze.

During the time I was in these Straights, I kept a Man at the Mast head, to be able to discover any Shoals, that might have been in the way, but did not see any appearance of any but a perfectly clear channel. From the East side of Salt Island there is Shoals laid down several miles off, but as I did not pass near that Is^l. I have no further knowledge of it than from the Directory. On Entering the Java Sea, I took the wind from the West which continued to the Brothers, with moderate pleasant weather the Current setting to the S.E. about half a mile & hour, the Brothers are 2 small Islands, of a moderate height 5 or 6 miles from the Sumatra shore they are quite covered with trees, and are apparently free of Shoals at more than half a mile off. the most common rout is between them and Sumatra, but the wind prevented me from going that passage. I passed about 2 miles to the Eastw^d of them & excepting the Dolphin Shoal, this passage appeared to be very clear, this Shoal I saw & was oblig^d to tack to avoid it, It bears from the South Brother, between S. & S.E. & E. & E. by E. distance I judge to be 5 or 6 miles. the water being very smooth it is probable I might not have seen its full extent. the Shoalest part appeared to be nearly even with the Surface of the water which was about $\frac{1}{4}$ mile in length, and white water extending about $\frac{1}{2}$ mile, both to the Northward & to the Southw^d of that, I consider this as being a dangerous Shoal to pass in the Night. After passing these Islands, had fresh breezes, mostly from the Westw^d & squally weather & most of the time a strong Current setting to the Northw^d & Eastw^d, and some part of the time a Current quite as strong setting to the Southw^d & Westw^d. By taking advantage of these Currents, a Ship will soon pass through the Narrows & be clear of these Straights of Sunda without which it would be very difficult or almost impossible to get through. the wind at this Season is mostly from the Westw^d & squally blustering weather. ~

the most common passage at this Season is to the Northward of Thwart the Way. I pass'd to the Northward of the Stream Rock between that and Hog Point. this Rock lies about half way from the Island above mentioned and Sumatra, it is not more than 4 or 5 feet above the Surface of the water. & may be 20 or 30 Yards in length, and a very safe passage either side of it. As the Straights of Sunda is so much known, any remarks of mine would be useless. Nov. 30 I pass'd Java Head. for several days had light baffling weather, during which time I got to the Southward as fast as the wind would admit, in Lat. 8. 30 S. I met the S.E. trade Winds which continued to the Lat. 28 most of the time steady strong breezes, from thence to the Cape of Good Hope. had Variable Winds, and excepting one hard Gale of Wind, a little to the Eastward of Cape Agulhas. I had in general pleasant weather, but nothing remarkable, transpir'd, untill the 12th January on which day I arriv'd at Table Bay. Having obtain'd my Supplies, sail'd again on the 14th bound for England. I left the Bay with a strong breeze from the Southward & Eastward which continued very steady, to the Lat. 20° S. when the weather became more pleasant. Jan. 29th saw St Helena which I pass'd at the distance of 10 or 12 leagues & on the 4th Feb. saw the Island of Ascension, by not stopping at either of these Islands, I have nothing further to Remark than - I found the Variation to be several degrees more than is mention'd in the East India Directory, & likewise the same all through the Pacific Ocean. from the Island of Ascension I steer'd N.N.W. by compass to the Lat. 3° North. when I left the S.E. & met the N.E. trade Winds, without having any calm, & but very little baffling weather or Rain. I pass'd the Equator in Long. 20.2 West of Greenwich from thence I experienced a Northerly Current averaging about 12 in 24 hours.

19th

to the Lat^t 22° 30' N. when it began to decrease, and in Lat^t 26 I did not experience any. had a fresh Trade blowing between N.N.E. and E, to this last mentioned Lat^t, where I met variable winds but most of the time between E. & S.E. to the Azores. March 1st saw the Islands of Corvo, and Flores. the first which I pass'd at the distance of about 9 leagues, is a very high Island about 8 or 9 leagues in length but the latter is not more than $\frac{1}{4}$ as large but quite as high. these 2 Is^{ds} bear from each other about North & South 4 leagues distant, from thence to Falmouth. had a very blustering passage the wind between N.E. & East a great part of the time, occasion'd my having a long passage on the 19th March had soundings, about 30 leagues to Westw^d of Scilly & the day following arriv'd at Falmouth, having been since seeing the Cape Good Hope 59 days. ~

as I consider that any further remarks upon my Voyage would be useless. shall conclude with observing that any further information which may be required by the Society and is in my power to communicate will be done with the greatest pleasure

George Nichols

(No. 13)

Journal

From *Salem* to *Labonapei* - (*Sumatra*)
 in the *Ship Recovery Lutter Dana* Master :
 kept by *L. Dana and Presente* for the use of the
EAST INDIA MARINE SOCIETY. *Salem*

AT a Meeting of the **EAST INDIA MARINE SOCIETY**, at their Hall, on Wednesday evening, November 4, 1801, it was unanimously voted, That, in order to promote one great object of their institution, which was the acquiring of nautical knowledge, a Committee should be chosen to procure *BLANK JOURNALS* for the use of the Society; and that each Member bound to sea should be furnished with one of them, to be returned at the end of his voyage, with a regular diary of the winds, weather, and remarkable occurrences, during his voyage, arranged in such manner as the Committee should direct.

Conformable to the above vote, a Committee was chosen; who, having procured *JOURNALS* of the present form, request the Members to fill up the blanks according to the following

DIRECTIONS.

THE blank at the top is to be filled up with the names of the Master, and of the person keeping the Journal, the name of the ship, and the places nearest to the ship on the days given in that page. As for example: after passing the Cape de Verds, say, from the Cape de Verds towards the Cape of Good Hope.

In the 1st column of the Journal must be marked the day of the month; in the 2d, the course made good on that day; in the 3d, the distance sailed; in the 4th, the latitude at noon by account; in the 5th, the latitude by observation; in the 6th, the longitude by account; in the 7th, the longitude by observation reduced to noon by means of the log, or a time-keeper.

When the variation is observed, it is to be marked in the 10th column, the latitude and longitude in at the time of taking the observation being calculated from the observed latitude and longitude at noon by means of the log, and marked in the 8th and 9th columns. When the variation is observed both in the evening and morning of the same sea-day, the evening observation must be marked first; and it may be also noted whether the observation was by an azimuth or amplitude, by marking the former *az.* and the latter *am.*

The winds are to be marked in the 11th column, two or three times each day, placing them regularly beneath each other.

In the right hand column must be noted, the general state of the weather, winds, currents, bearings of capes, islands, &c. with their estimated distances, and any other remarks that may be useful to navigators.

When an opportunity offers to take any observations for determining the latitude or longitude of any remarkable place or point of land, it should be carefully attended to; and, for the satisfaction of those who may examine the Journals, it will be proper to give a detail of the observations. Thus, if the observation was taken for determining the latitude by the meridian altitude of the Sun, it would be proper to note the altitude of the Sun's lower limb, taken from the quadrant, his declination, and the bearing and distance of the place at the time of observation. Should the place not be in sight at the time of taking the meridian observation, it would be proper to note the course and distance made good by the ship, between the times of taking the meridian observation and observing the bearing of the land. A particular attention to observations of this kind will probably be the means of procuring a valuable collection of useful information. If the latitude or longitude observed should differ from any late books or charts, it would be proper to note it. In case any general remarks on the wind, weather, &c. experienced in the passages, should occur to the Journalist, he is requested to arrange them in the pages allotted for that purpose at the end of the Journal. A blank page is also assigned for an account of the coin, weights and measures of the several places touched at in the voyage; and it is hoped that care will be taken in acquiring information on these subjects. Any remarks on the commerce of the different places touched at in the voyage, with the imports, exports, and manner of transacting business, will be of public utility. Whatever is singular in the manners, customs, dress, ornaments, &c. of any people, is deserving of notice.

There should be collected, for the Museum, specimens of various kinds of vegetable substances, earthen, minerals, ores, metals, volcanic substances, &c. There should also be preserved such parts of birds, insects, fish, &c. as serve most easily to distinguish them, and if no part can be preserved, a description of any that are remarkable may be given. Inquiry should be made for any remarkable books in use, among any of the eastern nations, with their subjects, dates and titles. Articles of the dress and ornaments of any nation, with the images and objects of religious devotion, should be procured.

